

COUNTRY Soviet Union REPORT NO. _____TOPIC Tumors Concerning Aircraft Plant in Kuibyshev

EVALUATION	<input type="checkbox"/> 25X1A	PLACE OBTAINED	<input type="checkbox"/> 25X1A
DATE OF CONTENT	<input type="checkbox"/> 25X1C		
DATE OBTAINED	<input type="checkbox"/>	DATE PREPARED	7 April 1950
REFERENCES			
PAGES	3	ENCLOSURES (NO. & TYPE)	
REMARKS			

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1. Location of crash:

About 20 km southwest of Kuibyshev (50°15'N/53°12'E), on the Renss-Kuibyshev railroad line.

2. Type of plant:

Aircraft plant and farm equipment factory.

3. Location of plant:

On the Renss-Kuibyshev railroad line, about 500 meters southwest of the railroad station of Brash, about 500 meters south of the Volga River.

4. Size:

No details available. The extension of the plant along the railroad line was estimated at about 3 km. The plant was constantly being expanded. The factory field bordered on the plant area.

5. Installations (Seen from the train):

a. Four workshops, 150 x 10 x 15 meters each, masonry and steel structure, dismantled in Germany.

b. One workshop, four-story brick building, 80 x 30 meters.

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Annex AA

- c. One power plant, no details available (mentioned by engineer Scaable).
- d. One three-story brick workshop under construction, about 80 x 30 meters.
- e. One underground factory field under construction, no details available

1. One large factory field outside the plant area. Further unidentified buildings were available. A large number of railroad tracks were laid in the entire plant area.

6. Plant Management:

Soviet manager unknown; the German chief of the designs bureau

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7. Historical data:

The plant was built after 1946. The entire Junkers machinery was installed and four complete workshops, dismantled in Germany, were also reconstructed on the plant site. The plant was comprised of the former Berlin, Magdeburg, Dessau and Halle Junkers Plants. All the engineers and foremen of these plants, including their families, were deported to Brash to supervise the construction of the plant before the production proper was started.

8. Work force:

About 1,800 German engineers and foremen, about 1,200 women, the wives of the German personnel, 300 German juveniles, the dependents of the Germans, 3,500 Soviet engineers and foremen. The number of the Soviet workers was unknown. Work was done in three shifts.

9. Production:

A jet fighter, [redacted] similar to that developed by the Junkers firm toward the end of the war, in addition to various agricultural machinery.

10. Output:

Production started in March 1947. The output of the first five months was unusable and had to be scrapped. The monthly output in May 1947 was 120 to 130 jet fighters, 50 percent of which were waste. This rate of production was continued until October 1948. In a special decree Stalin promised the German engineers a bonus of 2,000 rubles if the monthly output of jet fighters was increased to 200. [redacted] an increase of production was not possible with the plant equipment available in October 1948.

Comment:

a. The data as contained in this report do not seem to be entirely correct. Brash, allegedly 10 km southwest of Kuibyshev on the Rens-Kuibyshev line, is not entered on any of the available maps. So far only [redacted] has stated [redacted] that, according to Soviets, an aircraft plant for the production of turbo-jet engines was to be constructed about 10 km west of Kuibyshev.

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[redacted] Thus the data of the report might refer to the so-called Plant No 2 near Krasnaya Glinka mentioned in another report.* The statement that the plant is about 500 meters from the Volga River would agree with this assumption.

c. East of the plant, on the railroad line to Novo-Seneikino, about 20 km northeast of Kuibyshev, is another plant which, during the war, produced aircraft parts. This plant was known by the number 207. New buildings were possibly also erected here since one of the received reports** mentioned the construction of a new factory near Krasny Yar.

d. Although it is well possible that source actually met [redacted] in Kuibyshev the individual data furnished by him cannot be evaluated since their exaggerated character is too obvious.

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CO. FIDELITY [redacted]

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COUNTRY Soviet Union REPORT NO. _____TOPIC Aircraft Engine Plant No 24 in KUIBYSHEV

25X1A

EVALUATION PLACE OBTAINED 25X1A

25X1C

DATE OF CONTENT DATE OBTAINED _____ DATE PREPARED 6 January 1950

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1. Labor:

Total number 14,000 Soviets, $\frac{1}{3}$ to $\frac{2}{3}$ women. The plant works in three shifts, the day shift being twice as strong as the two night shifts.

2. Restricted Areas:

The Aircraft Engine Plant No 24 is comprised of:

a. A restricted area, including the assembly shop, the loading platform and the test stand. This area was surrounded by a 10-foot high fence and watch towers (see sketch). Inside this restricted area were also some workshops which source cannot exactly indicate.

b. A free area (the other part of the premises of the plant) where the PWs were working.

3. Production:

a. Engines for IL-2s, designation unknown. Only one type of aircraft engine was built in the plant; if a Soviet worker mentioned the designation MR-45 this engine must have been concerned.

b. Length 5.3 feet, height 31.5 inches, in-line V-engine; 12 cylinders; battery and magneto ignition; crankshafts about 5.3 feet long. Conrod bearings behind every other cylinder,

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six to eight bearings, diameter of shafts about 3.6 inches, height 15.7 inches. (Source indicated dimensions on an inch rule; in the plant gauges were used.)

c. Part of the production (component parts) arrived at the aircraft plant on trucks and were assembled there. The PWs who worked there, said IL-2s had been tested at the plant airfield. [redacted] observed test flights of these planes. It is quite certain [redacted] saw engines of IL-2s on the scrap heap.

d. Asked whether it would be possible to produce 10 engines a day (including refuse) [redacted]. On the other hand, source remembers that in May 1947 only five serviceable engines were produced. (General rumor among PWs). About 60 crankshafts were produced in a day shift.

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4. Production of Components:

a. The production included measuring instruments: slide
gages, caliber gages, micrometers. [redacted]

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(1) Small ones with measuring distances of 15, 20 and 25, 195 mm (0.98, 0.79 and 0.98, 7.68 inches respectively); they were made of thin steel plates 0.079 inches thick.

(2) Large ones with measuring distances of 50.8 and 50.78 mm, made of steel plates 0.237 inches thick (6 mm).

(3) Large gages of steel plates 0.35 inches (9 mm) thick.

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[redacted] A block consisted of superimposed pieces which were treated together and later separated.

b. Manufacture of crankshafts for aircraft engines and tractor engines as well as drive shafts, cardon shafts, universal joint shafts, conrods and cylinder liners.

5. Events on Airfield:

[redacted] in late March or early April 1947, test flying of a jet fighter had been started. On 1 May 1947, [redacted] the test flight of [redacted]

[redacted] a second jet fighter [redacted]

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[redacted] Comment:

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b. The number of people employed in the plant (14,000, i.e. 2/3 of their war strength), seems to be credible. In previous reports figures of 17,000, 15,000 and 10,000 had been mentioned.

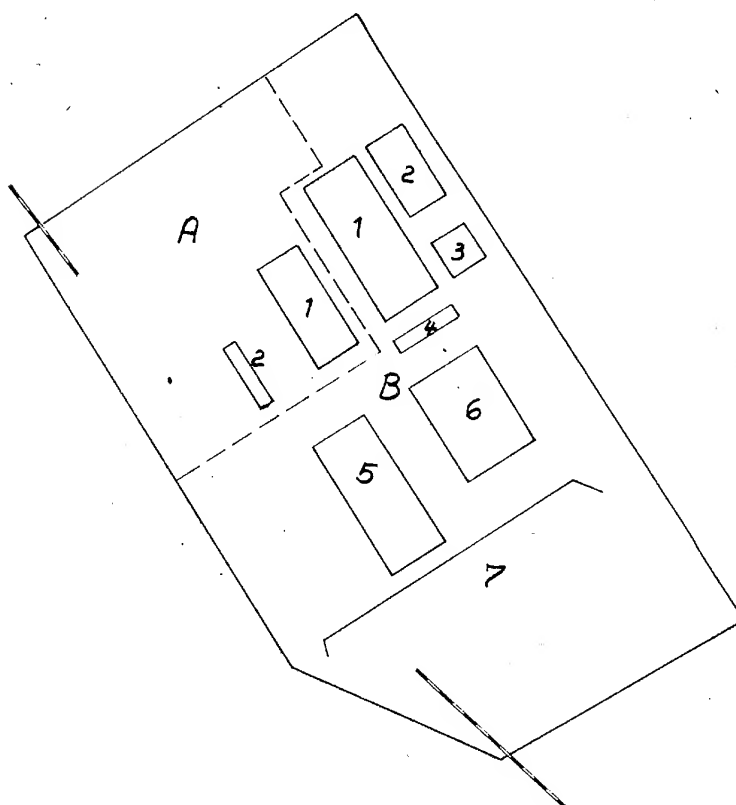
SECRET [redacted]

Aircraft Engine Plant No. 24 in KUIBYSHEV

Legend:

Only the most important buildings are entered.
RR tracks could not be indicated by source
with certainty.

- A "Restricted Area", enclosed by fence
- 1 Final assembly (erecting shop)
 - 2 Test stand
- B "Free Area"
- 1 Manufacture of components, about 600 machines
 - 2 Hardening shop, manufacture of tools and gages
 - 3 Unknown
 - 4 Forge
 - 5 Numerous small store buildings
 - 6 About three or four semifinished shops,
rusty iron structures
 - 7 Scrap yards and several old, unfinished shops



scale 1:14,000

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COUNTRY Soviet Union

REPORT NO.

TOPIC Aircraft Engine Plant No 24 in KULIBYSHEV-BEZYMANKA

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EVALUATION

PLACE OBTAINED

DATE OF CONTENT

DATE OBTAINED

25X1A

DATE PREPARED

20 December

REFERENCES

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1. Labor: ten thousand people (statements of Soviets), working in three shifts.

2. Production:

a. In-line engine, 12 cylinders, V-shape, 12 per day (late 1947, early 1948).

b. Tractor engines: Soviets spoke of 45 tractors per shift.

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c. In May 1948, the production was to be converted to turbojet power units for jet fighters, according to Soviets. All PWs were eliminated from the working process.

3. Disposal of production:

a. In-line engines were sent to the adjacent airframe plant Soviets said they were intended for IL-2.

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b. Tractor engines were also sent somewhere in the vicinity of the plant as the trucks returned after a short absence (as under 3a).

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annex CC

4. Labor: (Soviets statements) ten thousand to twelve thousand people.
5. Work time: In component parts production: three shifts. Assembly work, four day, workshops and test stands (12 in number): Two shifts.
6. Production:
 - a. In-line engines, 10 to 12 per day, allegedly for the adjacent airframe plant (early 1948).
 - b. Tractor engines, but only as by-production.

7.

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8. After the Spring of 1948 there was restricted movement within the plant.

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 Comment:

- a. The statements confirm previous information on Aircraft Engine Plant No 24 up to the middle of 1949. *
- b. The production of both in-line engines (Am-38 or its improved type) and tractor engines at that time is confirmed.
- c. The statements show the decrease in the production of aircraft engines, which during the war, was about 1,100 engines per month, and which dropped to 600 per month in 1947, and to about 400 engines in early 1948. This production of aircraft engines agrees with the dropping production of ground attack airplanes IL-10.
- d. The start of the production of turbojet power units in this plant is dated back to the fall of 1947, as is inferred from reports received up to now. The restriction movement in the plant for PWs, as ordered at the beginning of 1948, has already been mentioned in previous reports and is an indication of the consignment of further parts of the plant to the production of turbojet units.

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COUNTRY Soviet Union Approved F

REPORT NO. _____

TOPIC Observations made in Aircraft Engine Plant No 24 and at the
Factory field of Plant No 1/18 in Kuibyshev

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EVALUATION

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DATE OBTAINED.

DATE PREPARED 3 Apr 11 1950

REFERENCES.

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REMARKS.

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7 25X1X

1. Production:

- a. In-line engines
- b. Radial engines

2. The in-line engines were trucked to the factory field 1 to 2 km east of plant No 24 to be installed there in single-engine aircraft (tail wheel, single rudder assembly).

3. Beginning in early 1947, four-engine aircraft (single rudder assembly, glazed cockpit) took off and landed at the factory field. [] were of the opinion that the radial engines mentioned in para 2 were installed in these aircraft. [] maintained that they had seen the four-engine aircraft being assembled in the Stalin Airframe Plant.

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4. Work force:

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[redacted] 44,000 Soviets, including 50 percent men, 30 percent women and 20 percent juveniles. Work was done in three shifts.

5. production:

12-cylinder in-line engines (V-engines).

6. [redacted]

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25X1X

7. [redacted] an engineer, was forced to sign a contract to work for five years in Moscow. [redacted] many drawings which were all alike and which are reproduced in Annex 2. [redacted]

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8. The first jet fighter was seen over the factory field in the summer of 1947. Jet fighters were seen almost exclusively after the spring of 1948.

9. production:

a. 12-cylinder V-engines up to March 1948. They were shipped by rail and road.

b. Jet engines after April 1948 [redacted]

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c. Secondary production: aluminum household goods.

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10. [redacted] 50 percent of the 12-cylinder engines were scrap.

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11. [redacted] 100 aircraft, which he believed to be Yak-3s, parked at the factory field.

12. Plant manager: An air force genmajor.

13. Work force:

1,300 men, women and juveniles in equal numbers; three shifts.

14. production:

Twenty cylinder heads were washed in the washing plant per shift, which would correspond to an output of five 12-cylinder V-engines per day. Soviets maintained that 60 such engines were produced in 24 hours, which [redacted] The produced engines were trucked to the Stalin Plant.

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15. Rumors:

The P-3s were scheduled to be withdrawn from the plant in May 1948.

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CONFIDENTIAL [REDACTED]

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This order was put into effect in February 1949. The PWs assumed that this measure was taken because jet engines were to be produced in the plant. [REDACTED] this assumption apart from the fact that the freedom of movement was greatly restricted for the PWs after February 1948.

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[REDACTED] Comment:

a. Para 1 through 3 cover a period of up to March 1947 only which is the transitional period after the war. The production of radial engines is considered improbable for that time. The observed radial engines were possibly overhauled and repaired there. Such observations were reported several times for this period.

b. The work force as stated in para 4 may refer to the total work force of plants 1, 18 and 24.

c. The attached two sketches are not clear enough for an evaluation. [REDACTED]

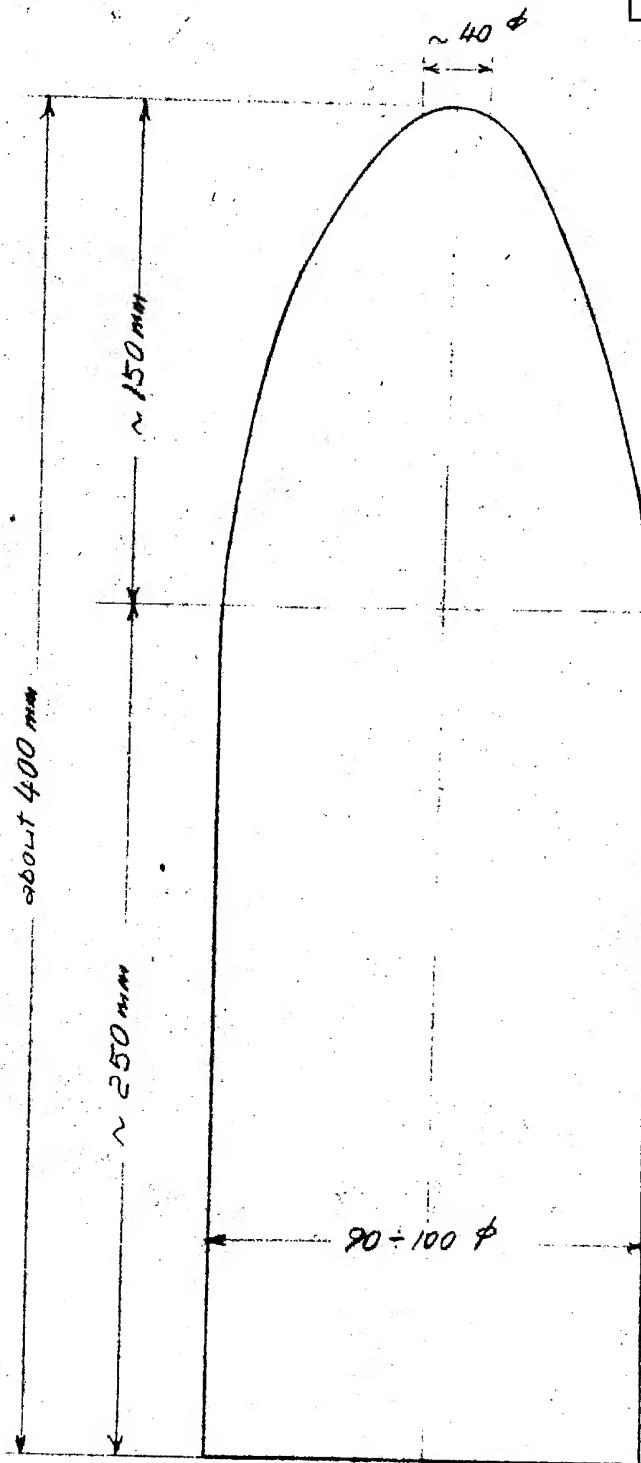
d. The aircraft mentioned in para 11 probably were not Yak-3s but Il-10s.

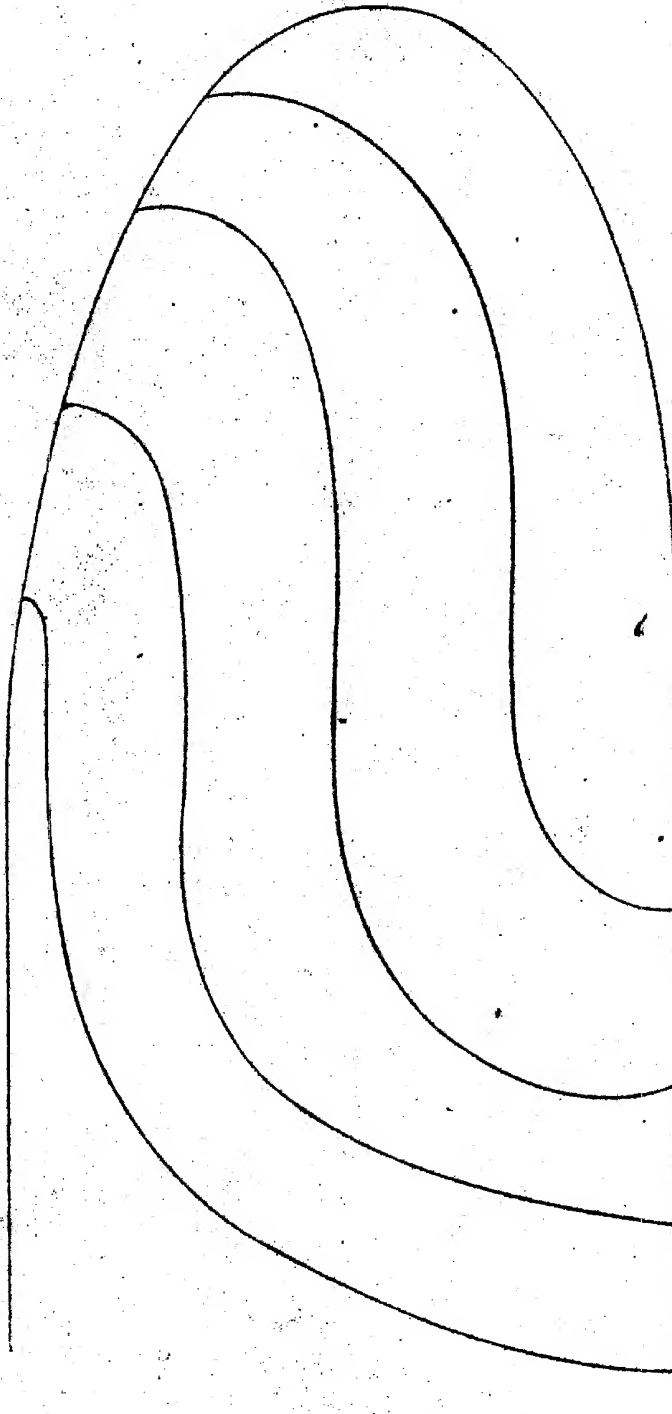
e. The production of jet engines may have started in 1947, but their quantity production has certainly not started before the confirmed off-limit zones had been introduced in early 1948. The production of 12-cylinder V-engines of type M-42 or M-45 may have been suspended in the summer of 1948, at the latest in early 1949. These engines were mainly produced as reserve engines.

2 Annexes: 2 blueprints.

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COUNTRY	Soviet Union		REPORT NO.	
TOPIC	Plant No 306 in SARATOV			
EVALUATION	25X1A	PLACE OBTAINED	25X1A	25X1A
DATE OF CONTENT		DATE OBTAINED	25X1C	DATE PREPARED
REFERENCES	9 December 1949			
PAGES	2	ENCLOSURES (NO. & TYPE)		
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25X1X

1. Location: No new information.2. Designation: Aircraft Engine Plant No 306

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3. Labor: Day shift about 1,500 Soviets, the two night shifts about 700 Soviets each.4. Production:

a. Magnetos for 9 and 12-cylinder engines, Bosch duplicates. About 150 units per day, from which there was "a big lot of waste"; about 50 percent for tractors and good quality units for aircraft engines

25X1A

b. By-products: Loudspeakers for radio sets.

c. Unknown production in off-limits parts of workshop, 150 x 250 feet.

5. Arrival of numerous unfinished German machines by late 1948.

25X1X

6. Name: Plant No 306.7. Labor: Total number about 2,000 to 3,000 Soviets, with 50 percent women; 3 shifts.8. Production:

a. Radio sets about 25 to 30 per week.

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b. Magnetoos for aircraft engines

c. Other production; boxes locked for transport,
so no observation possible.

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☐ Comment:

a. This report confirms previous data on Plant No 306 without indicating the exact type of the magnetoos in question.

b. It is assumed that the manufacturing operations in the off-limits part of the workshop is for an electric component in the field of radio manufacture.

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COUNTRY Soviet Union REPORT NO.

TOPIC Aircraft Accessories Plant No. 306 in Leningrad

EVALUATION 25X1A PLACE OBTAINED 25X1A 25X1A

DATE OF CONT 25X1C

DATE OBTAINED 7 April 1950

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE) 3 Blueprints

REMARKS

25X1X

1. Location :

See references. * and **

2. Plant installations :

See sketch 1.

3. Name :

Magneto Plant No. 306.

4. Management :

Soviet civilians but two technical air force officers, a major and a first lieutenant, were constantly present. Commissions of civilians and officers appeared monthly. the officers were tank officers (headwear and two-colored uniforms).

5. Work force :

Two thousand Soviets and an additional 200 PWs who worked two

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3-hour shifts. (This figure does not include administrative personnel.) About 70 percent of the Soviet workers were women. About 600 were working in workshop 1 and about 150 in workshop 2, the tool-making shop.

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[REDACTED] the plant was to be considerably enlarged.

6. Production:

(see also sketches 2 and 3).

a. Magnetoos for tractors (tanks ?) and aircraft. There were two types of magnetos, one 300 mm long for tractors and aircraft, the other 100 mm long for aircraft, [REDACTED] After testing, the magnetos were fitted into a light-metal casing. The production quota for May 1947 was 7,500 30-mm magnetos and 1,500 100-mm magnetos. This quota was overfulfilled by about 5 percent for each type. [REDACTED]

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[REDACTED] about 70 percent of the total production was sent by rail to Stalingrad. Aircraft magnetos were trucked to the airfield and from there shipped by plane to Moscow. [REDACTED]

b. Electrodynamic loudspeakers, 200 mm in diameter. They were produced in a special section, housed in workshop 2. About 20 men and 30 women, only Soviets, worked there.

7. Supplies:

Steel, iron and light metal arrived as ingots by rail (scrap was not used).

8. Factory police:

Thirty armed men and women wearing civilian clothes were on duty in each shift. The plant was surrounded by a 3-meter concrete wall with six watchtowers inside.

9. Power supply:

From outside.

10. Production:

(a) Electric measuring instruments and loudspeakers, were shipped to Moscow.

(b) Furniture which was trucked to Saratov.

11. Work force:

Three thousand Soviets, three shifts.

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12. Production :

a. Main production :

Bosch magnetoos, 3,000 units per month.

b. Loudspeakers, furniture, dishes, distributor casings for motor vehicles and electric small parts.

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Comment :

On the whole the above information is considered correct and was confirmed by previous information. * and **
The production figures for 1947 are considered overrated. A previous report * stated, however, that 300 units of each magneto type were produced daily. The production of loudspeakers was repeatedly confirmed. The production of furniture, electric small parts, etc. may have been performed in Furniture Factory No. 213 adjoining the above plant to the south. *
Aircraft instrument panels were also produced there.
The enlargement of the plant was not continued for 1947 and 1948.

3 Annexes : Aircraft Accessories Plant No. 306 in Zaratov.

Legend to Annex.

1 Foundry with 4 gas-fueled smelting furnaces for the production of light-metal cases and iron cores for the magnetoos
Forge with three steam hammers, 4 gas-fueled annealing furnaces, two 180-ton presses, and four 50-ton presses

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25X1X

2 Electrical workshop on the first floor for maintenance work.
Carpentry with pattern-making shop on the second floor. 25X1X

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requirements were produced and maintenance work on machines was done. Loudspeakers were produced in a special section.

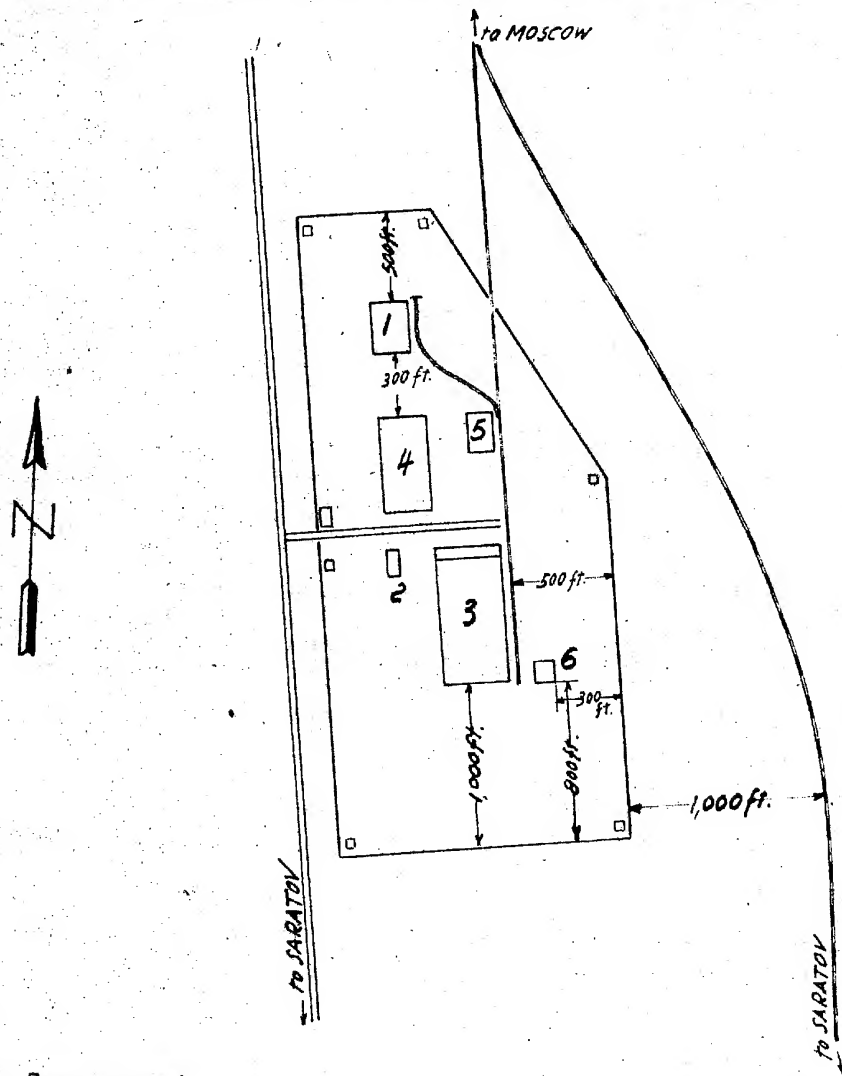
5 Central warehouse for the storage of materials and finished products.

6 Boilerhouse with 3 gas-fueled boilers for the generation of steam and heating of the installations.

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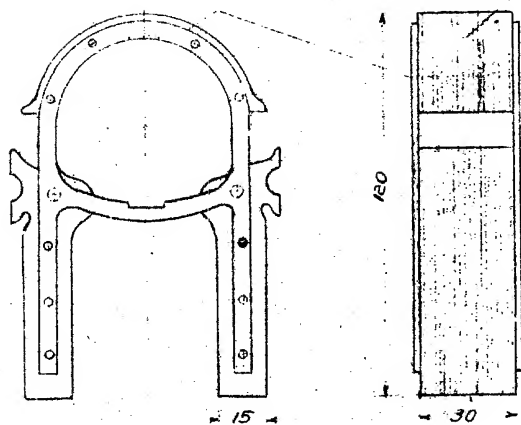
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Aircraft Accessories Plant No. 306 in ZARATOV

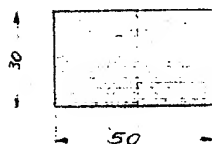
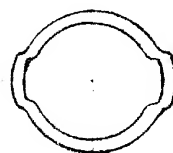


Legend: See report

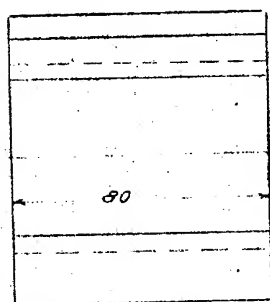
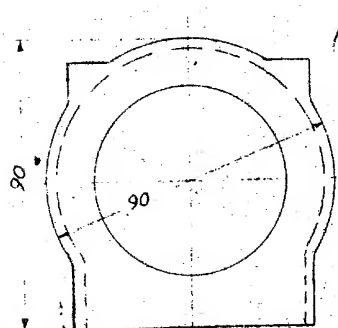
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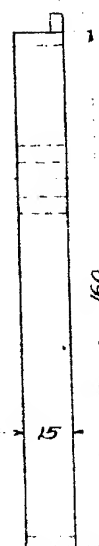
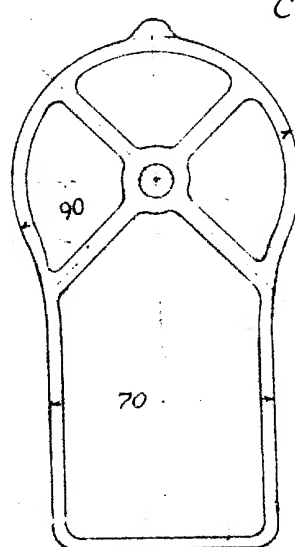
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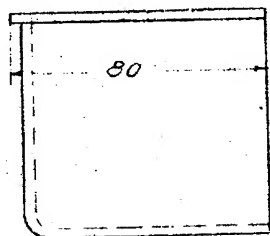
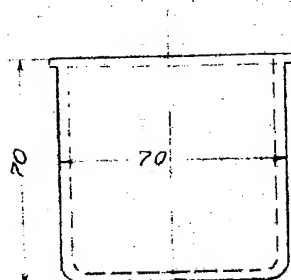
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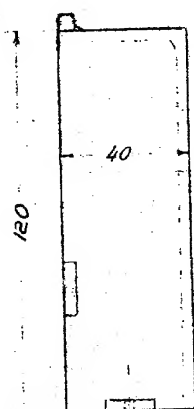
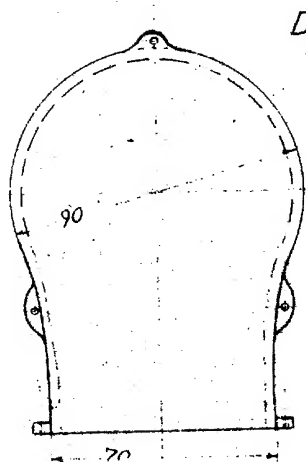
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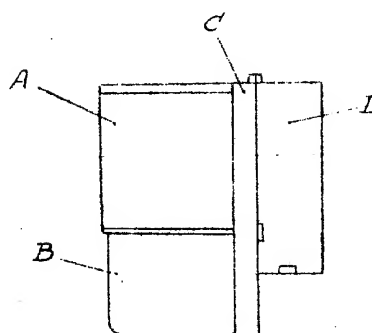
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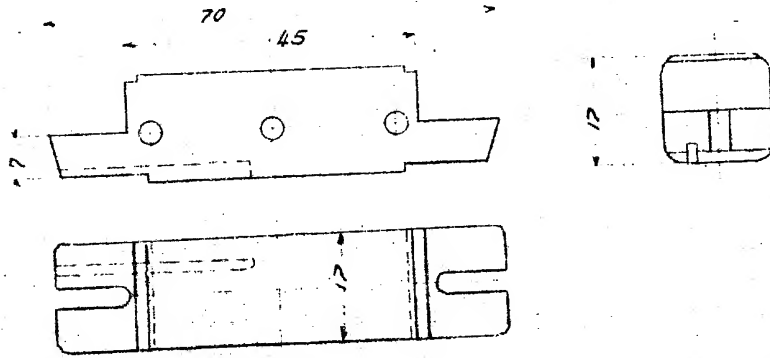
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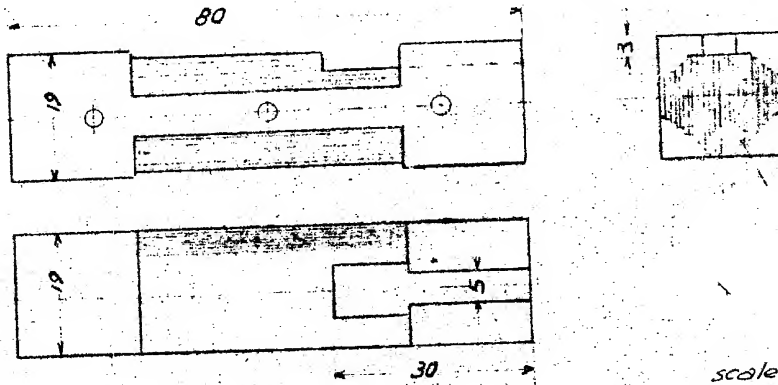
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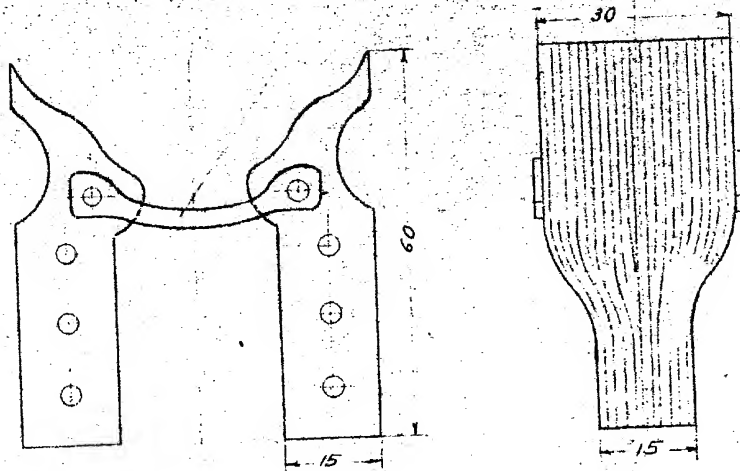
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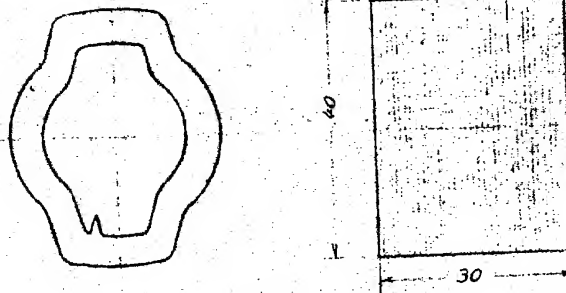
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COUNTRY Soviet Union

REPORT NO.

TOPIC Alleged Construction of Aircraft Engines in SVLRDLOVSK

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EVALUATION

PLACE OBTAINED

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DATE OF CONTENT

DATE OBTAINED

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DATE PREPARED 6 January 1949

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[redacted] concerning the Uralmash ORDSHOVNIKOVSK Heavy Machinery Plant the following indications of the production of aircraft engines in SVLRDLOVSK (62°5'E/56°44'N) were found:

1. August 1947

[redacted] 30- called casings were sent from the tank engine department of the plant to the Molotov Aircraft Plant.

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2. September 1947

Department No. 2 of the Uralmash Plant among others produced aircraft engine parts.

3. May 1948

There was a plant about 1.7 miles west of the Uralmash Plant, where tank and aircraft engines were produced.

4. July 1948

The engine department of the Uralmash Plant produced tank

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2

and aircraft engines, a total of about 150 units per day.

5. July 1948

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[REDACTED] there was an aircraft engine plant in SVERDLOVSK, about 1.3 miles from the Uralmash Plant.

6. September 1948

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[REDACTED] an aircraft engine plant, on which no further details were available, was located about 4 miles south to south-southeast of the Uralmash Plant, slightly outside the perimeter of SVERDLOVSK.

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[REDACTED] Comment:

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a. The alleged aircraft engine plant located between the Uralmash Plant and SVERDLOVSK was previously mentioned [REDACTED] This plant was allegedly built between 1945 and 1947. Its existence is not yet confirmed since the information [REDACTED] is based on hearsay.

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b. This report makes it probable that an aircraft engine plant or at least an aircraft engine repair plant is located in SVERDLOVSK.

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COUNTRY U.S.S.R. 25X1A Approved For Release 2002/08/15 : CIA-RDP83-00415R010900070006-7TOPIC Rtishchevo Compressor Station

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EVALUATION 25X1A PLACE OBTAINED 25X1ADATE OF CONTENT 25X1CDATE OBTAINED 23 June 1950

REFERENCES

PAGES 1 ENCLOSURES (NO. & TYPE)

REMARKS

25X1X

1. The Rtishchevo (52°15'N/43°47'E), Saratov Oblast, Compressor Station is some kilometers southeast of Rtishchevo west of the railroad line to Saratov (51°34'E/46°02'N).
2. The compressor station has a waterworks, a cooling installation, a separating station, a pressure-pump work, a compressor house, a power station, various work shops and annex buildings, an administration building, a depot, a storage shed, a garage, a laboratory and housing facilities.
3. The waterworks supplies only the cooling installation. The compressor station is equipped with four 10-cylinder V-engines of American make. The power station has two Diesel units also of American make. The separating installation has six to eight large and two or three small boilers.
4. The compressor station has been in operation since 1946. R

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COUNTRY Soviet Union REPORT NO. TOPIC Iron Works No 44 in Kazan

EVALUATION	<u>25X1A</u>	PLACE OBTAINED	<u>25X1A</u>	<u>25X1A</u>
DATE OF CONTENT	<u></u>	25X1C	<u></u>	
DATE OBTAINED	<u></u>	DATE PREPARED	<u>12 April 1950</u>	
REFERENCES				
PAGES	<u>1</u>	ENCLOSURES (NO. & TYPE)	<u>1 sketch on ditto</u>	
REMARKS				

25X1X

1. Location:

Plant No 44, a former tank repair plant, is in Kazan (49°00'N/55°45'E), later ASOR, about 270 meters northeast of a railroad station and 45 meters southwest of the local castle.

2. Installations:

a. The factory is an old plant which has been modernized. A new boilerhouse was under construction and was being equipped with German machinery during the period of observation. The other machines are of US and British origin.

b. Bogie wheels, track axles, engine casings and tank shafts, dating from the time when tanks were produced in the plant, were lying on the scrap dump.

c. The plant area is 180 x 195 meters and has railroad connection. For layout sketch see Annex.

3. Work force:

Three shifts with 450 to 500 Soviets and 50 GEs assigned to the construction of the boilerhouse.

4. Production:

Engine casings for tractors, frames for farm machinery, harrows, cultivators, light metal or brass parts for other agricultural machines, and small iron fittings.

25X1A Comment:

a. This is the first post-war report on Iron Works No 44.

b. The factory is the former tank repair plant which is entered in the Military Geographical Plant of Kazan of October 1941.

c.

25X1C

1 Annex: Iron Works No 44 in Kazan.

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Legend

1. Single-story wooden administration building, 45 x 18 meters, with wing 36 meters long
2. Carpentry, 36 x 18 meters
3. Small foundry for brass and light metal castings, 18 meters long, equipped with many small furnaces
4. Forge, 27 x 18 meters, with two annealing furnaces and two three-ton air hammers
 - a Transformer station
5. Large foundry and forming department, 73 x 27 x 20 meters, with three furnaces $7\frac{1}{2} \times 7\frac{1}{2} \times 11$ meters each
6. Building 55 x 18 meters with
 - a Kitchen
 - b First aid station
7. Ingot storage shed, 36 x 18 meters
8. Large lathe department, 55 x 18 meters with about 20 large lathes (4 meters long) and other machine tools
9. Boileroom, 45 x 27 meters, iron and brick structure resting on reinforced concrete foundations; equipped with several boilers 11 meters long and 4 meters in diameter with a metal funnel 9 meters high and 4.5 meters in diameter
10. Wooden storage shed for metal, 36 x 13 $\frac{1}{2}$ meters
11. Small lathe department, 37 x 9 meters, with a small attached wing, equipped with 30 smaller machine tools.

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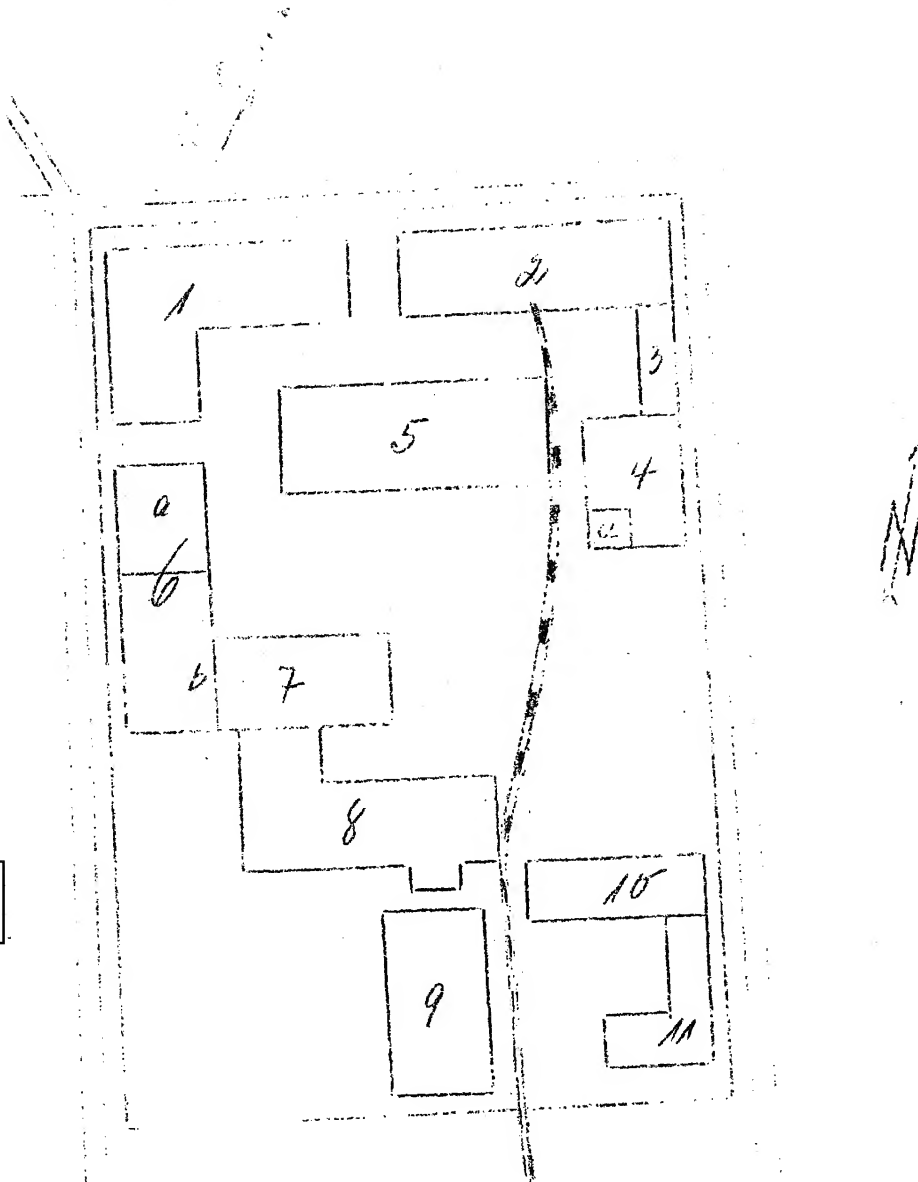
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Annex

25X1A

Iron Works No. 44 in Kazan



25X1A

Legend: See report

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INTELLOPAX 5

COUNTRY Soviet Union

REPORT NO.

TOPIC Oil sources and power plant near Yablanka

25X1A

25X1A

EVALUATION

PLACE OBTAINED

25X1A

DATE OF CONTENT

25X1C

DATE OBTAINED

E PREPARED 29 May 1960

REFERENCES

PAGES 2

ENCLOSURES (NO. & TYPE) 2 sketches on ditto

REMARKS

25X1X

1. Location:

On the southern bank of the Volga river, about 23 km west of Otvashnoye (49°24'E/53°24'N), Kuibyshev Oblast. For location see Annex 1.

2. Observations:

a. The power plant was about 1,300 meters south of the Volga river, east of the road from Yablanka to the south. The main building, constructed between 1944 and 1948, was first put into operation in 1945 with three small German diesel engines. A large diesel engine, with the capacity as the other three combined, started operation in August 1948. For plant layout see Annex 2.

b. Ten to fifteen oil derricks, wooden structures, 25 meters high, were some 100 meters west of the road in a valley. Two groups, each with three oil collecting tanks, were in the center of the valley, one about 400 meters south of the Volga river, the other one about 600 to 700 meters south of the Volga. The tanks, about 10 to 15 meters high and 8 meters in diameter, were connected to the derricks by pipe lines, 15 to 20 cm in diameter. A pipe line led from the tanks to an improvised pier and filling station for tankers on the Volga.

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377 MAY 1960

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- 2 -

Only one tanker, about 60 meters long and 10 to 15 meters wide, could be filled at a time. Empty tankers were about 2½ meters above water level while filled tankers were only one meter above the water.

3. Work force:

About 1,000, 50 percent women.

4. Production:

High grade (pure) oil from a depth of 100 meters. Output was not known. Any increase in production was not believed possible as no new constructions were observed*.

25X1A

[REDACTED] Comment: This report is the first to give information on the power plant and oil field installations near Yablonka. Although extending over only a small area, the oilfield is one of the most productive of the Stavropolneft Company. The diagrammatic location sketch (Annex 1) conforms to previous information. The sketch of the power plant is unconfirmed.

2 Annexes, sketches on ditto.

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25X1A

Legend to Annex 1:

- 1 Power plant, for details see annex 2
- 2 Oilfield with approximately 15 derricks
- 3 Two groups each with three oil tanks, 12 to 15 meters high, 8 meters in diameter, connected to the derricks and to the pier by underground pipe lines
- 4 Oil collecting basin
- 5 Pump house
- 6 Improvised pier for tankers
- 7 Asphalt road, 5 meters wide, along the river bank, blasted into the rock
- 8 PW camp No. 7399/G
- 9 Road to Pastroika, completed on 20 September 1949

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25X1A

COUNTRY

REPORT NO.

TOPIC Former Aircraft Accessories Plant No. 481,

manufacture of Aircraft Parts in Syzran.

25X1A

EVALUATION

25X1A

PLACE OBTAINED

25X1A

DATE OF CONTENT

25X1C

DATE OBTAINED

DATE PREPARED 29 June 1950

REFERENCES

PAGES 1 ENCLOSURES (NO. & TYPE)

REMARKS

25X1X

25X1A

1. [redacted] aircraft parts were manufactured in the local agricultural machine plant in Syzran (48°30'N/55°11'E) during the war.

2.

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- * [redacted] Comment. Report probably concerns Plant No. 481 in Syzran. This plant has been in existence since 1941. It produced aircraft parts and accessories during the war.

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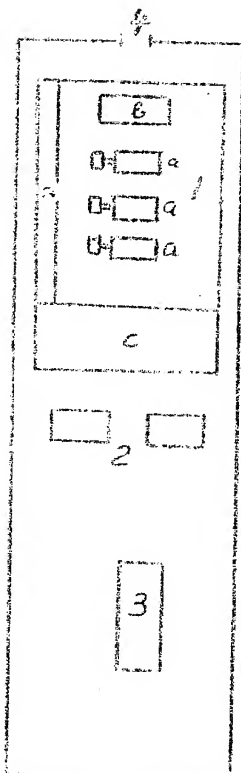
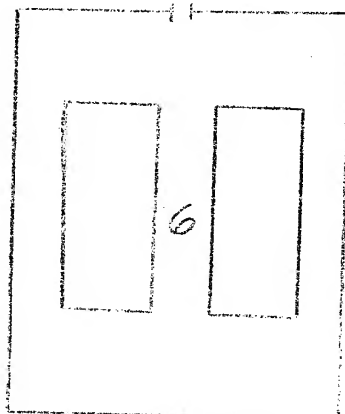
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Annex 2

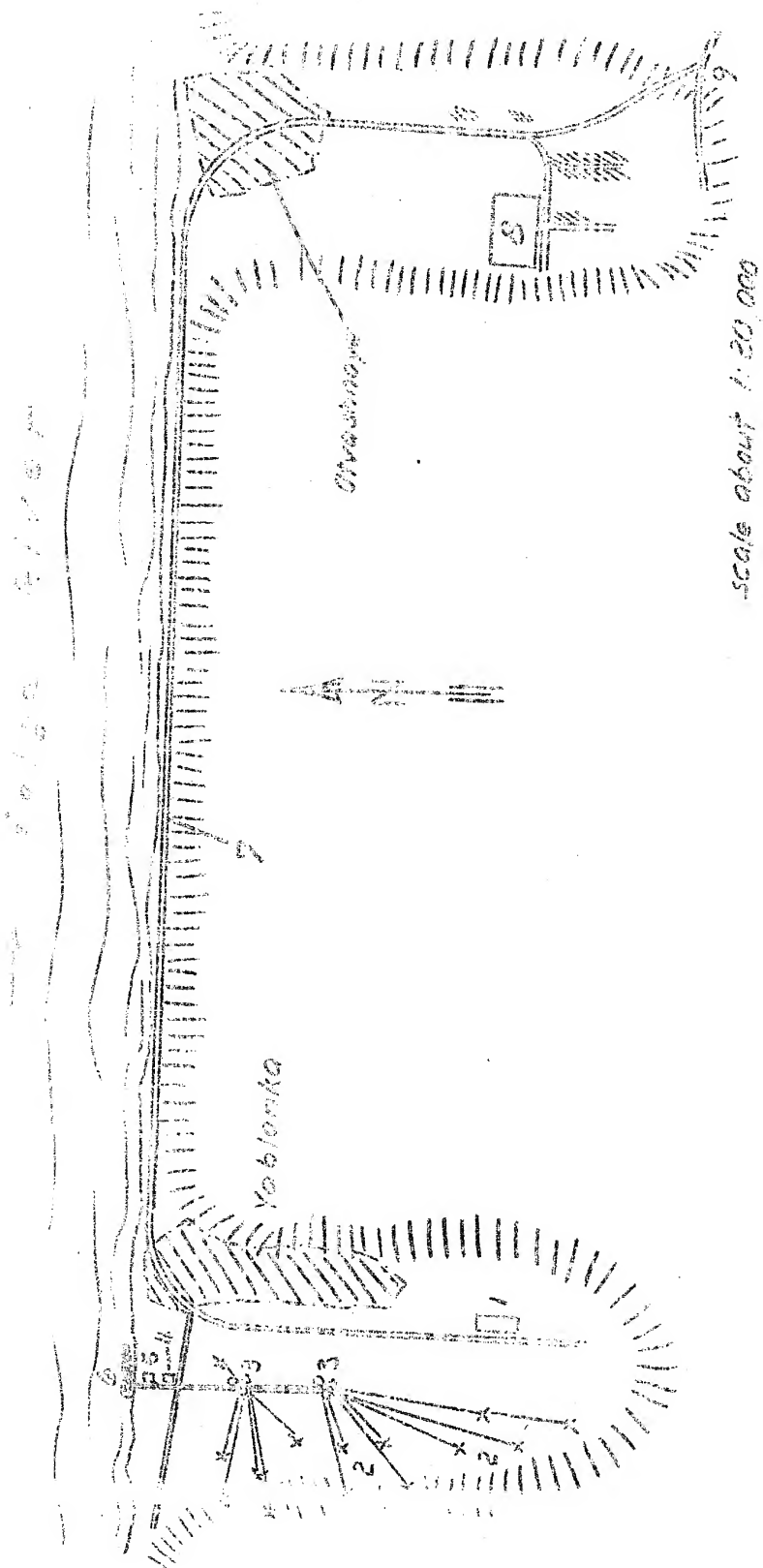


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Annex 1



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COUNTRY U.S.S.R. REPORT NO.

TOPIC Shipyard in Petropavlovka on the Volga River, Astrakhan Oblast.

25X1A

EVALUATION 25X1A PLACE OBTAINED 25X1A

DATE OF CONTENT 25X1C

DATE OBTAINED PREPARED 14 December 1951

REFERENCES

PAGES 1 ENCLOSURES (NO. & TYPE) 1 - sketch on ditto.

REMARKS

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25X1X

1. Petropavlovka (48°16'N/46°10'E), a town of 25,000 inhabitants, is located on the left bank of the Volga River, about 250 km upstream from Astrakhan. Soviet workmen stated that Petropavlovka is the seat of the most important salt mills in the U.S.S.R. The shipyard is located on the south edge of the town. It extends along the river over a distance of 500 meters and is 100 meters wide. *
2. The shipyard is an old plant engaged in repairing wooden Volga tow-barges. It is unknown whether barges were also built there.
3. The shipyard consists of several shed-like wooden buildings, housing the administration unit, a joinery, a sawmill and a supply depot, and has three floating docks, each 200 meters long, 20 to 25 meters wide, and 15 meters deep.
4. Volga barges were constantly in the yard, and 10 to 15 barges were always seen waiting for repair on the opposite side of the Volga River. Repair to these barges which were between 1,500 to 2,000 tons usually took about 2 to 3 weeks during the summer months and somewhat longer in the winter. Repair work was primitive carpenter's and caulker's work.
5. The labor force of the shipyard consisted of about 100 PWs and about 200 civilians including 50 percent women. Electric current came from a small power station in Petropavlovka. There were no paved roads or spur tracks in the yard. The area of the shipyard and lumber yard was guarded by women sentries.

* Comment. For location of the Petropavlovka Shipyard, see annex.

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Annex

Shipyard in Petropavlovka

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Legend: see next page

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Legend:

- 1 Railroad line to Petropavlovka.
- 2 Three salt mills where the salt-carrying trains arriving from Maskuntshak Salt Lake are unloaded and Volga vessels are loaded.
- 3 Two fuel tanks, painted white, each about 8 meters high and approximately 3 meters in diameter.
- 4 Joinery of the shipyard in a shed-like wooden building.
- 5 EE-camp outside the shipyard.
- 6 Supply sheds.
- 7 Sawmill of the shipyard in a shed-like wooden building. The sawmill has a saw-frame.
- 8 Lumber yard.
- 9 Administration building of the shipyard in a shed-like wooden house.
- 10 Three floating docks, length 200 meters, width 20 to 25 meters, depth about 15 meters. Each equipped with two Diesel pumps. To pump a dock empty took a day. The docks were made of wood.
- 11 Petropavlovka power station supplying shipyard and salt mills.

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COUNTRY U.S.S.R.

REPORT NO.

TOPIC Derbyshki Optical Plant

EVALUATION ☐ 25X1A PLACE OBTAINED ☐ 25X1A ☐ 25X1ADATE OF CONTENT ☐ 25X1CDATE OBTAINED ☐ DATE PREPARED 21 July 1957

REFERENCES

PAGES 7 ENCLOSURES (NO. & TYPE) 2 - sketches on ditto

REMARKS

25X1X

1. The Optical Plant in Derbyshki (55°42'N/49°13'E) was about 10 km northeast of Kazan and was adjacent to the Derbyshki railroad station on the Kazan (55°45'N/49°08'E) - Sverdlovsk (56°44'N/62°05'E) railroad line. The Derbyshki Optical Plant was a new plant which had been considerably expanded since the war. It comprised a foundry, a forge, a lens and prism-grinding shop, a slag-stone factory, an open-air transformer station and some additional workshops. Power was supplied from a power plant in Kazan. There were spur tracks to the Kazan-Sverdlovsk railroad line. *
2. This plant produced magnifying lenses, prism glasses, optical sights for artillery and range finders for the Navy. Also, this plant allegedly manufactured ballistic directors for AA, periscopes for submarines and regulating instruments for engines.
3. The plant employed approximately 2,500 workers, of whom 30 to 40 percent were women. Work was usually done in one 10-hour shift, although some departments occasionally worked a two-shift schedule. The plant was protected by a fence, armed plant militia and MVD units. **

25X1A

* ☐ Comment. For location and layout sketches of this plant, see Annexes 1 and 2. ☐ agreed on the location of this plant. The layout sketch is based on information from ☐.

25X1A

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** ☐ Comment. This plant is the former "GOM" (National Optical Mechanical Plant) No 349 in Leningrad which was moved to Derbyshki in August 1941 and assigned the numerical designation 237. In 1945 and 1946, the plant was expanded and modernized with dismantled equipment from the Zeiss Plant in Jena (N 51/J 66).

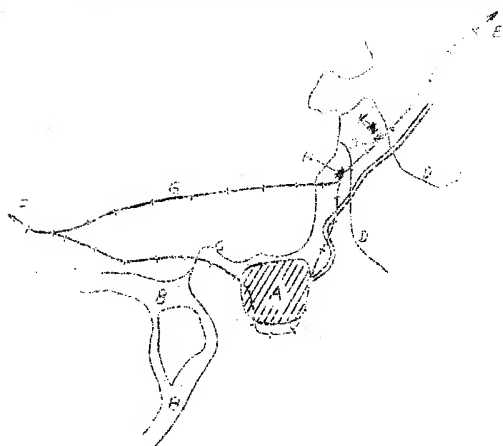
2 Annexes: 2 -- sketches on ditto.

25X1A

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Annex 1

Location Sketch of the Derbyshki Optical Plant



Legend:

- A. Kazan.
- B. Volga River.
- C. Kazanka River.
- D. Tivulets.
- E. Railroad line to Sverdlovsk.
- F. Railroad line to Moscow.
- G. By-pass railroad line.
- H. Railroad station near the army depot.
- I. Derbyshki railroad station.
- K. Optical plant.

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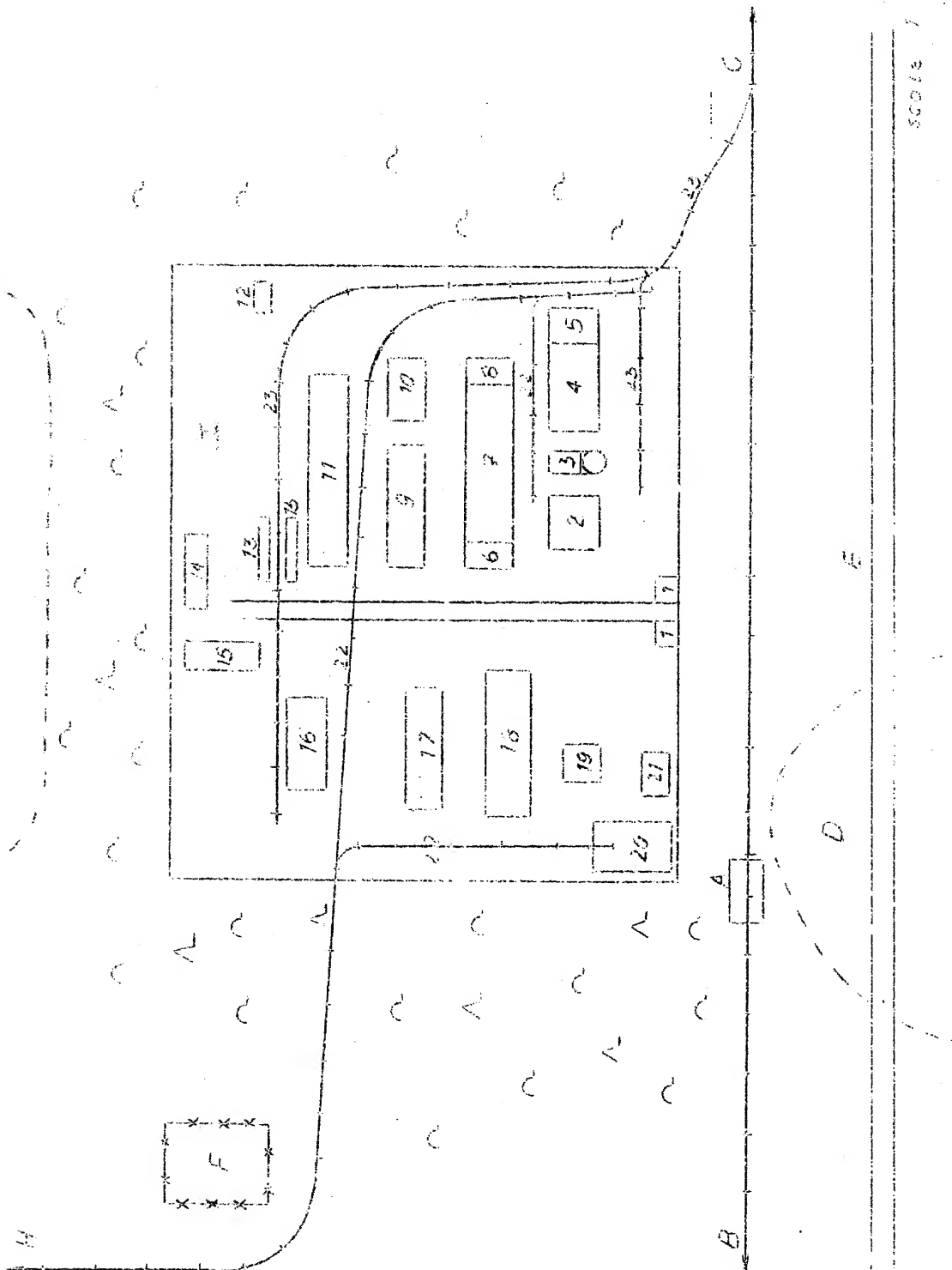
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Layout Sketch of the Derbyshki Op



Legend: See next page.

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Legend :

- A. Derbyshki railroad station.
- B. Railroad line to Kazan.
- C. Railroad line to Sverdlovsk.
- D. Derbyshki.
- E. Wide highway.
- F. PW- Camps 7119/3 and 7119/5.
- G. Kolkhoz farms.
- H. Narrow-gauge railroad line to the peat-digging site.
- I. Optical plant.
 - 1. Gate guard houses.
 - 2. Automobile repair shop and garages.
 - 3. Coal and peat-fired heating plant with smokestack.
 - 4. Foundry.
 - 5. Carpenter shop.
 - 6. and 8. Administrative and technical offices, three-story structure.
 - 7. Workshop.
 - 9. Workshop building under construction.
 - 10. Administration building, about 30 x 30 meters, wooden structure.
 - 11. Machine shop with administrative and technical offices.
 - 12. Storehouse, about 25 x 15 meters, wooden structure.
 - 13. Ramps.
 - 14. Open-air transformer station.
 - 15. Warehouse for raw materials.
 - 16. Warehouse and shipping department.
 - 17. Warehouse and acceptance station.
 - 18. Lens and prism-grinding shop.
 - 19. Mess hall building.
 - 20. Slagstone factory.

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- 3 -

21. Forge.
22. Narrow-gauge railway.
23. Wide-gauge spur tracks.

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COUNTRY U.S.S.R. 25X1A REPORT NO. _____

TOPIC Derbyshki Optical Plant 25X1A

EVALUATION ☐ 25X1A PLACE OBTAINED ☐

DATE OF CONTENT ☐ 25X1C 25X1A

DATE OBTAINED ☐ DATE PREPARED 24 July 1967

REFERENCES _____

PAGES 1 ENCLOSURES (NO. & TYPE) 2 - sketches on ditto

REMARKS _____

RETURN TO CIA LIBRARY

25X1X

1. The Optical Plant in Derbyshki (55°42'N/49°13'E) was about 10 km northeast of Kazan and was adjacent to the Derbyshki railroad station on the Kazan (55°45'N/49°08'E) - Sverdlovsk (56°44'N/62°05'E) railroad line. The Derbyshki Optical Plant was a new plant which had been considerably expanded since the war. It comprised a foundry, a forge, a lens and prism-grinding shop, a slag-stone factory, an open-air transformer station and some additional workshops. Power was supplied from a power plant in Kazan. There were spur tracks to the Kazan-Sverdlovsk railroad line. *
2. This plant produced magnifying lenses, prism glasses, optical sights for artillery and range finders for the Navy. Also, this plant allegedly manufactured ballistic directors for AA, periscopes for submarines and regulating instruments for engines.
3. The plant employed approximately 2,500 workers, of whom 30 to 40 percent were women. Work was usually done in one 10-hour shift, although some departments occasionally worked a two-shift schedule. The plant was protected by a fence, armed plant militia and MVD units. **

25X1A * ☐ Comment. For location and layout sketches of this plant, see Annexes 1 and 2.

25X1A ☐ agreed on the location of this plant. The layout sketch is based on

25X1A information from ☐

25X1A ** ☐ Comment. This plant is the former "GOMZ" (National Optical Mechanical Plant) No 349 in Leningrad which was moved to Derbyshki in August 1941 and assigned the numerical designation 237. In 1945 and 1946, the plant was expanded and modernized with dismantled equipment from the Zeiss Plant in Jena (N 51/J 66).

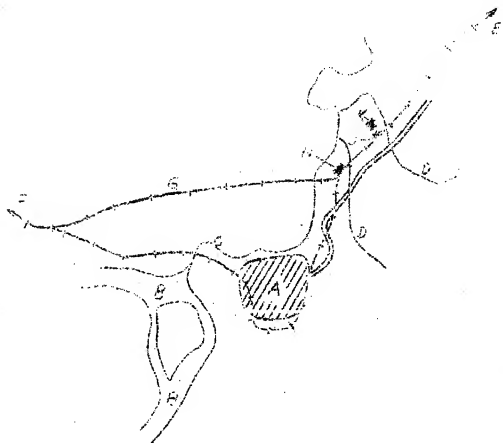
2 Annexes: 2 - sketches on ditto.

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25X1A

Annex 1

Location Sketch of the Derbyshki Optical Plant



Legend:

- A. Kazan.
B. Volga River.
C. Kazanka River.
D. Rivulets.
E. Railroad line to Sverdlovsk.
F. Railroad line to Moscow.
G. By-pass railroad line.
H. Railroad station near the army depot.
I. Derbyzhki railroad station.
K. Optical plant.

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CONCLUSION

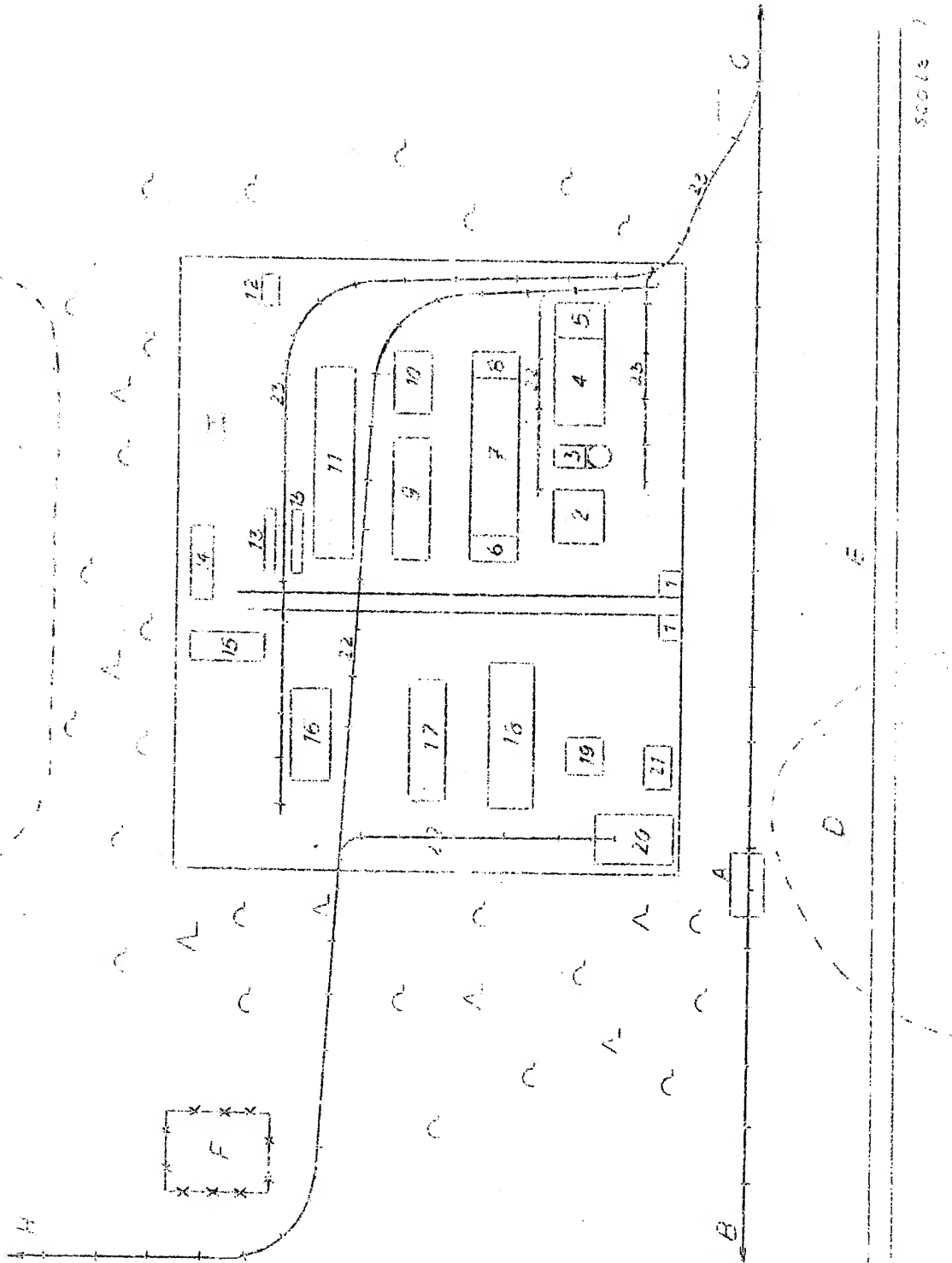
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Annex 2

25X1A

Layout Sketch of the Derbyshki Optical : 1.



Legend: See next page.

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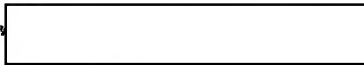
Legend :

- A. Derbyshki railroad station.
- B. Railroad line to Kazan.
- C. Railroad line to Sverdlovsk.
- D. Derbyshki.
- E. Wide highway.
- F. PW- Camps 7119/3 and 7119/5.
- G. Kolkhoz farms.
- H. Narrow-gauge railroad line to the peat-digging site.
- I. Optical plant.
 - 1. Gate guard houses.
 - 2. Automobile repair shop and garages.
 - 3. Coal and peat-fired heating plant with smokestack.
 - 4. Foundry.
 - 5. Carpenter shop.
 - 6. and 8. Administrative and technical offices, three-story structure.
 - 7. Workshop.
 - 9. Workshop building under construction.
 - 10. Administration building, about 30 x 30 meters, wooden structure.
 - 11. Machine shop with administrative and technical offices.
 - 12. Storehouse, about 25 x 15 meters, wooden structure.
 - 13. Ramps.
 - 14. Open-air transformer station.
 - 15. Warehouse for raw materials.
 - 16. Warehouse and shipping department.
 - 17. Warehouse and acceptance station.
 - 18. Lens and prism-grinding shop.
 - 19. Mess hall building.
 - 20. Slagstone factory.

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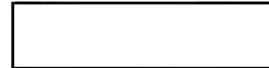
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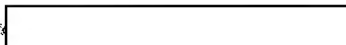
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- 3 -



- 21. Forge.
- 22. Narrow-gauge railway.
- 23. Wide-gauge spur tracks.

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25X1A

COUNTRY U.S.S.R. REPORT NO. TOPIC Saratov Plant No 614 Manufacturing Tractor Parts.

EVALUATION	<input type="checkbox"/> 25X1A	PLACE OBTAINED	<input type="checkbox"/> 25X1A	<input type="checkbox"/> 25X1A
DATE OF CONTENT	<input type="checkbox"/> 25X1C			
DATE OBTAINED	<input type="checkbox"/>	DATE PREPARED	18 July 1951	
REFERENCES				
PAGES	1	ENCLOSURES (NO. & TYPE)	1 - sketch on ditto	
REMARKS				

25X1X

1. The tractor parts plant in Saratov was known ☐ as Plant No 614. 25X1A It was located in Saratov, north of Astrakhanskaya Street, opposite the Serp i Molot plant. The plant comprised a foundry, a hardening shop, two forges, two latheshops, two gun-barrel lathe shops, one cogwheel department, one department for the manufacture of leather processing machines, one carpentry and pattern-making shop, one transformer station, one test station and two repair departments. *
2. Guns, including 37-mm AA swivel guns, were manufactured until mid-1947. It was said that these guns were built for small warships. The monthly production was allegedly 200 guns in the spring of 1947 and included 20-mm to 45-mm guns. Gun production ceased in mid-1947 and the production of cogwheels and other items was begun. In November 1948 the production included barrels for light AA guns of unidentified size, cowheels and shafts for tractor gears, leather processing machines, small agricultural implements such as scythes, sickles, etc., parts for agricultural machines and tools. No information was available as to the production figures since mid-1947. ☐ for a period of several weeks in early 1948, ☐ two or three 60-ton freight cars daily with miscellaneous products for civilian use. The tractor parts manufactured in the plant were shipped to the Stalingrad tractor plant. ** 25X1X
3. The number of employees was between 1,000 and 1,500 persons in 1948 and 1949. Work was done in three shifts.

25X1A

* ☐ Comment. For location and layout of the plant, see Annex. According to this sketch, the plant appears to be the Traktordetail Plant, although the number 614 has not been previously reported as the numerical designation of the Traktordetail Plant. The statement that the nearby Serp i Molot plant is located south of the reported plant, cannot be verified. According to previous information, the Kaganovich Foundry is located on this site. It is possible, however, that the Kaganovich Foundry and the Serp i Molot plant are located on the same site.

25X1A

** ☐ Comment. The reported postwar production of the plant is generally confirmed by previous information and by Soviet press reports. However, it has not been previously reported that the plant also produced guns and was still manufacturing guns as of the end of 1948.

1 Annex: Sketch on ditto.

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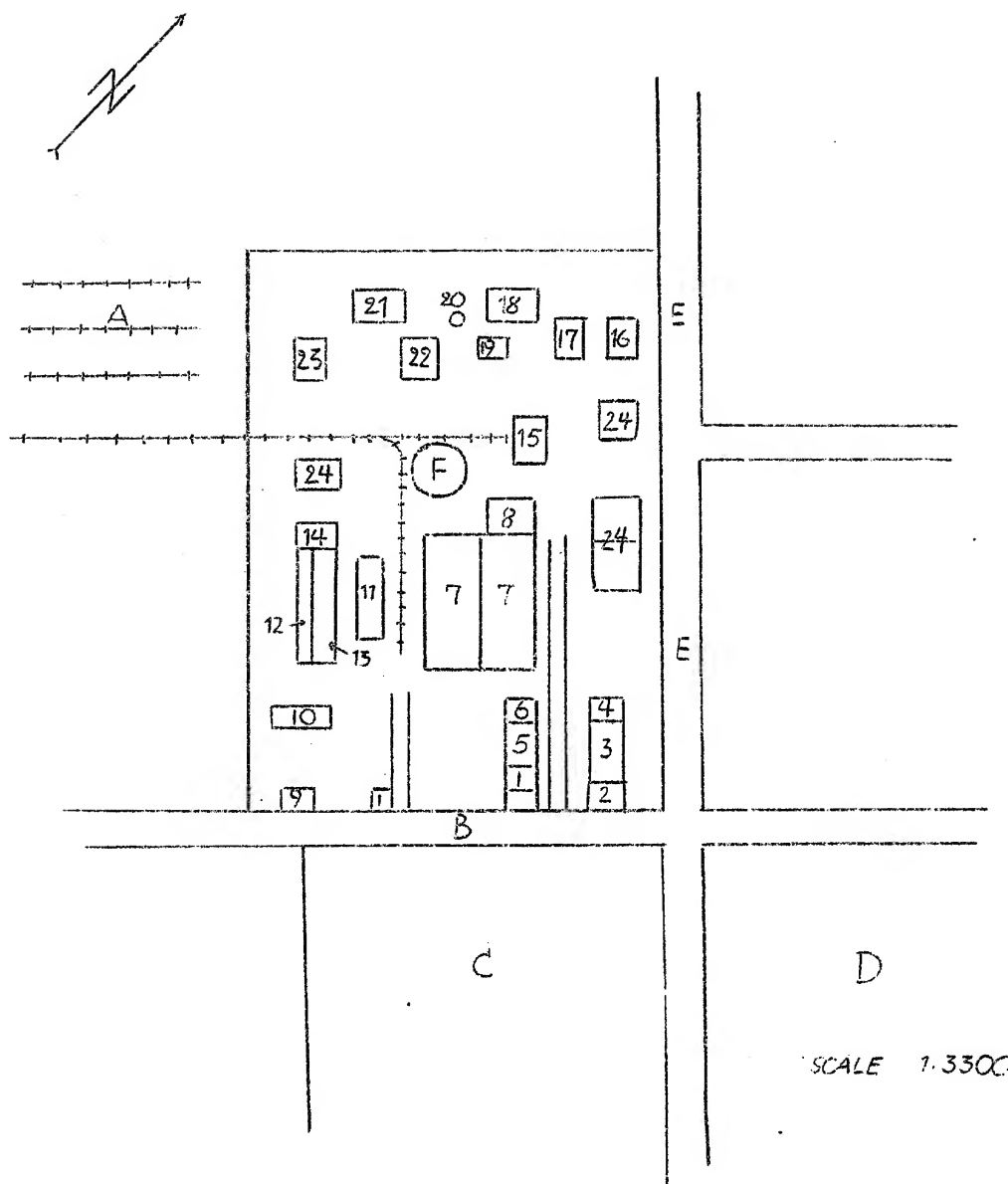
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25X1A

Layout Sketch of Saratov Plant No 614
Manufacturing Tractor Parts



Legend: See next page.

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25X1A

Legend:

A. Saratov Freight Station.

B. Astrakhanskaya Street.

C. Serp i Molot plant.

D. Park.

E. Rabochaya Street.

F. Plant No 614.

1. Entrances and guard stations
2. Garage.
3. Workshop 15, milling shop and latheshop.
4. Workshop 6, hardening shop.
5. Dispensary.
6. Repair department.
7. Workshop 2, which produced component parts and assembled guns. This shop started producing cogwheels and doing finishing work on gun barrels in mid-1947.
8. Factory 12, gun-barrel latheshop.
9. Warehouse.
10. Workshop 5, offices and test station.
11. Material warehouse.
12. Workshop 7, use unknown.
13. Workshop 16 which formerly manufactured gun shields and pedestals but after mid 1947 was used only as a repair shop.
14. Workshop 12, gun-barrel lathe shop
15. Workshop 11, drop forge and Workshop 17, gun-barrel latheshop
16. Workshop 3, which manufactured shoe-making and leather-processing machines.
17. Workshop 1, foundry.
18. Workshop 4, formerly manufactured small parts for weapons, but was converted to civilian production in mid-1947. Details were not known.
19. Transformer station and administration building.
20. Water tower.
21. Workshop 17, latheshop.
22. Workshop 5, forge.
23. Workshop 8, carpentry and pattern-making shop.
24. Three workshop buildings, use unknown.

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25X1A

COUNTRY Soviet Union REPORT NO. _____TOPIC Natural oil district of Yelshanka, Saratov Oblast

25X1A

EVALUATION ☐ 25X1A PLACE OBTAINED ☐ 25X1A ☐DATE OF CONTENT ☐ 25X1C ☐DATE OBTAINED ☐ PREPARED 25 May 1950

REFERENCES _____

PAGES 3 ENCLOSURES (NO. & TYPE) _____

REMARKS _____

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25X1X

1. Location and extension

The natural gas (and oil) district begins at the village of Yelshanka (51°49' N/46°24' E) about 30 km northwest of the northern perimeter of Saratov (51°34' N/46°02' E) and, on either side of the multi-track railroad line to Moscow (55°45' N/37°35' E), stretches over a width of about 20 km and a length of approximately 25 km in the direction of Yologrivovka (- ? -).

2. Development and Exploitation

In 1945 10 to 15 derricks; in 1946: 25 to 30; in 1947: 40 to 60; in 1948: 80 to 100; in 1949: 115 to 120. Toward the end of the period of observation the number of derricks was to be 160. In addition to the permanent derricks which were steel structures between 20 and 50 meters high, traveling derricks were also used. They are moved on skids by tractors and T34s.

Drilling operations, usually in rocky ground, take three to four months depending on the depths to be drilled. Natural gas was reached at a depth of

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25X1A
25X1A

300 meters. The individual depths varied; they were stated to be 500, 600, 800, 1,000, 1,200 and 1,500 meters. The pressure of the natural gas ranges between 60 and 140 atmospheres and, as a rule, is sufficient to bridge a distance of at least 30 to 40 km. Oil layers were struck in the early stages of drilling operations. The oil levels lay in several layers between the natural gas enclaves in depths between 500 and 1,400 meters. Mineral oil was struck on eight spots in 1946 and, toward the end of the period of observation, at about 40 points.

Under the pressure of the interjacent natural-gas layers the oil sputters out in the form of fushers.

The natural gas is collected on the drilling sites and conveyed to a large main line through feeding pipes which interconnect the various natural-gas lines by a main ring. The eruptive oil wells are also connected by feeder lines to a main line which leads to a refinery in Saratov. After completion of the drilling operations, small engine houses are erected at the extraction points for regulating the pressure and conveying the liquid. The daily output of natural gas is stated to be 5 million cubic meters and the daily petroleum output to be approximately 1,000 tons.

The drilling gear, the pressure plants, the accessories, the mechanical equipment, the valves and the feeder lines are said to be of American origin or manufactured in Russian factories according to American designs.

3. Branch installations (intermediate stations):

The large, main natural-gas pipe line goes to Moscow via the intermediate stations (compressor stations) of Kologrivovka, Atkarsk (51° 50' N/45° 00' E), Rtishchevo (52° 15' N/43° 47' E), Kirsanov (52° 38' N/42° 43' E), Tambov (52° 43' N/41° 27' E), Ryasan (54° 40' N/39° 40' E) and Morshansk (53° 26' N/41° 49' E).

In addition to these main compressor stations there are pump stations at regular intervals of 75 km and watchman's huts at intervals of 10 km along the gas pipe line.

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CONFIDENTIAL- [REDACTED]

The large main telephone line from Saratov to Moscow runs parallel to the pipe line. [REDACTED] apart from the natural-gas line to the refinery of Saratov, a branch line for crude oil was allegedly constructed to the freight station of Trefimovski, NW of the center of the city of Saratov with gasholders and filling stations available. The shipment of crude oil is said to sometimes be as much as 2,500 tons per day. The mineral oil station consists of about 10 tanks, each 15 to 20 meters high and of the same diameter. Part of the crude oil is allegedly of such pure quality that it can be used as gas oil in stationary Ic-engines and motor vehicles without treatment. For running the mineral oil line a comparatively large power station has been erected near Velshanka with an engine and boiler house with four boilers and two turbo-generators. There is also a transformer station for transforming to 220 volt the high-voltage current of 10,000 volt of the town mains of Saratov.

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Several large repair shops, warehouses and replacement-parts depots are within the district.

4. Laborers

An estimated 2,000 Soviets and approximately 4,000 PWs are employed in the natural-gas and oil district of Velshanka.

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[REDACTED] comment:

The presence of natural gas in Velshanka has been known since 1935. Since that time work is done with a view to intensive exploitation and improved utilization of the natural-gas wells.

CONFIDENTIAL- [REDACTED]

25X1A

COUNTRY
TOSoviet Union
Ulyanovsk Avto Zavod Truck Plant near ULYANOVSK

25X1A

25X1A

25X1A

EVALUATION

PLACE OBTAINED

DATE OF CONTENT

25X1C

DATE OBTAINED

DATE PREPARED 9 January 1950

REFERENCES

PAGES 5 ENCLOSURES (NO. & TYPE) 2 Blueprints, 1 List

REMARKS

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1. Location and Traffic Facilities

About one mile west of the Sviyaga River, west of ULYANOVSK (formerly SIMBIRSK - 54°20'N/48°24'E), Kuibyshev Oblast, about 1,230 feet north of the TAGAI-ULYANOVSK highway; about 1,150 feet south of this highway is the ULYANOVSK airfield. The plant has spur tracks to ULYANOVSK (indicated by [redacted] (see plant layout, Annex 1)).

2. Significance of the Plant

The plant is of minor importance according to its production figures, but it is significant as the only producer of light trucks.

3. Plant History

a. The Stalin Automobile Plant in MOSCOW was evacuated in the Fall of 1941. The engine department was moved to MIAS (Urals), the chassis and body department, most of the instrument department and the assembly department moved to ULYANOVSK. After the war the plant was reestablished in ULYANOVSK under the management of the Privolzhavtostroi Trust [redacted]. The workshops are heavy steel structures with concrete roofing [redacted]. Some of the machines originate from the Vandyer Plant in CLEVELAND (N 51/K 66).

b. The plant is scheduled to be completed by 1950 [redacted] or 1952 [redacted]. However, it is doubtful whether these deadlines can be met as extensive building work is still planned.

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SECRET- [REDACTED]

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25X1A

c. The power station resumed operation on 20 July 1947 [REDACTED] the chassis department in the Summer of 1947, the tool-making department in October 1947, the department for the assembly of drivers' cabins in October 1947 [REDACTED] the forge in April 1948 [REDACTED] the assembly department and truck platform construction department in 1948 [REDACTED] It can be assumed that postwar production was resumed in make-shift buildings southwest of the town up to about October 1947.

d. The first truck was manufactured in the new plant in October 1947 [REDACTED]

4. Plant Installations

(The following enumerations correspond to the numbers of the sketch, Annex 2)

(1) Tool shop [REDACTED]

Installation: Unknown.

Production: Metal drills, reamers and other tools [REDACTED]

(2) Bolt and screw department [REDACTED]

Installation: Lathes and milling machines [REDACTED]

Production: Bolts, screws, rivets and nuts [REDACTED]

(3) Forge

Installation: Four hammers (Steam hammers according to [REDACTED])

[REDACTED] pneumatic hammers according to [REDACTED]

Production: including brake rods, steering arms, universal joints [REDACTED]

(4) Hardening shop. It was not in operation by April 1949 [REDACTED]

(5) Mechanical Department (manufacturing of single parts).

Installation: Metal-working machines including filing machines, lathes, milling machines, pneumatic presses [REDACTED] punches [REDACTED] drilling machines, thread cutting machines, grinding machines and shaping machines [REDACTED]

Production: Single parts such as hubs, covers and allegedly also engine parts such as pistons [REDACTED] The parts arrived in a crude state and were only tooled in this department [REDACTED]

(6) Chassis department. No details available [REDACTED]

(7) Construction of loading platforms

Production: Truck loading platforms made of wood [REDACTED]

(8) Drying chamber and lacquer shop

(8a) This building was still under construction in April 1949 [REDACTED]

[REDACTED] the completed platforms were dried before being installed [REDACTED] The building had a mechanical spraying installation (No. 3a of the sketch) [REDACTED]

SECRET- [REDACTED]

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(9) Assembly department

Installation: Conveyor belt

25X1X

8 drilling machines

12 lathes

3 traveling cranes

8 autogenous welding apparatuses

25X1X

(p. 9a of Annex 2 shows a diagram of the conveyor belt).

(10) Electrical department. Manufacturing of electrical installations for motor vehicles (presumably also repairs for plant purposes).

25X1X

(11) Carpentry

Installation: It had a wood drying installation

25X1X

Production: All wooden parts for trucks.

(12) Compressor station. It was still under construction in April 1949. Two foundations for the air tanks were completed. A third foundation was scheduled to be built

(13) Power station

Installation: Three turbines, No. 4 (a fourth was lost when shipped to the plant during the war)

25X1X

It was planned to install a fourth turbine

3 steam boilers with coal firing

One transmission line leading to the town

The power station had a smoke stack about 200 feet high

Underground "tunnels" led from the power station to some buildings

(Buildings No. 8 and 9 of Annex 2) These tunnels are presumably steam pipe lines leading to the drying chamber and the forge.

25X1X

(14) Water basin. It possibly served the power station. The basin took up excess superheated steam through excess pressure valves.

(15) Pump station. It was built into the ground

25X1X

(16) Coal dump(16a) Coal mill(17) Coal elevator.

The elevator started at the coal dump, passed a coal mill (No. 16a of Annex 2) and led into the power station

25X1X

(18) Concrete factory details are not available.

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(19) New construction - projected foundry shop

The foundation walls and part of the steel structure were completed in April 1949. [redacted] The foundry will be housed in this new building. [redacted]

25X1X

(20) New construction - projected forge

The building allegedly consisted of two sections. Each section had three [redacted] or six [redacted] individual foundations, 16x16x10 feet for steam hammers. The installation of the interior equipment started early in 1949. Heavy steam hammers were parked outside the building, [redacted] for installation. It will possibly be a drop forge for manufacturing engine parts.

25X1X

The construction of a forge was also indicated by [redacted]

25X1X

(21) Administration building [redacted]

25X1X

(22) Section No. 22a was the living quarters of the MVD guard unit.

(23) Guard house [redacted]

(24) Department for the assembly of driver's cabins. The location in the plant is not known.

5. Work Force and Working Time

The number of workmen was not determined. Work was done in three 8-hour shifts [redacted]

25X1X

6. Power and Raw Materials

Power was supplied by the "ELEKTOV" Power Plant before the plant-owned power station was put into operation [redacted] At the time of observation almost all single parts were delivered by the Molotov plant in GOMEL (56°20'N/44°09'E).

25X1X

7. Production

Allegedly, GIC and American trucks were assembled during the war [redacted] UAZ trucks were produced after the summer of 1947. It is continuation of the GAS-1 construction, a well-known truck type, the construction of which had been suspended in GOMEL [redacted] The first UAZ truck was completed in October 1947 [redacted] There are contradictory indications on the output of the plant. The following information seems to be credible:

1,535 units were produced in May 1948 [redacted] about 1,700 units were produced in April 1948 [redacted]

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After the plant construction is completed, the annual capacity will presumably be about 25,000 units.

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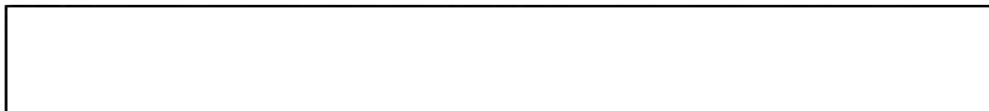
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~~SECRET~~ [REDACTED]

- 3 Annexes: 1.) Ulvanovski Avto Zavod Truck Plant near
2.) ULYANOV H
3. List of sources.

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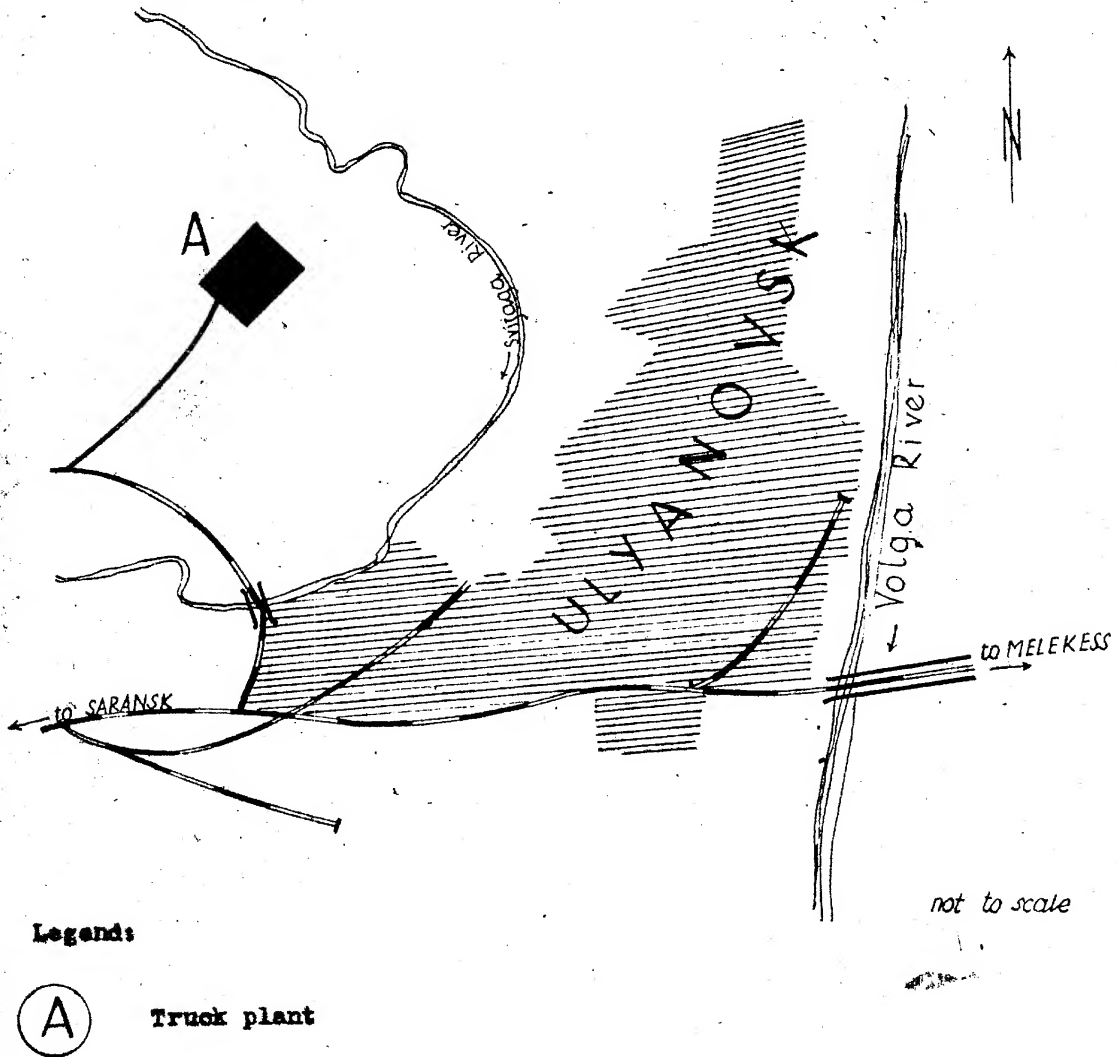
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Annex 1.

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"Ulyanovski Avto Zavod" Truck Plant near ULYANOVSK



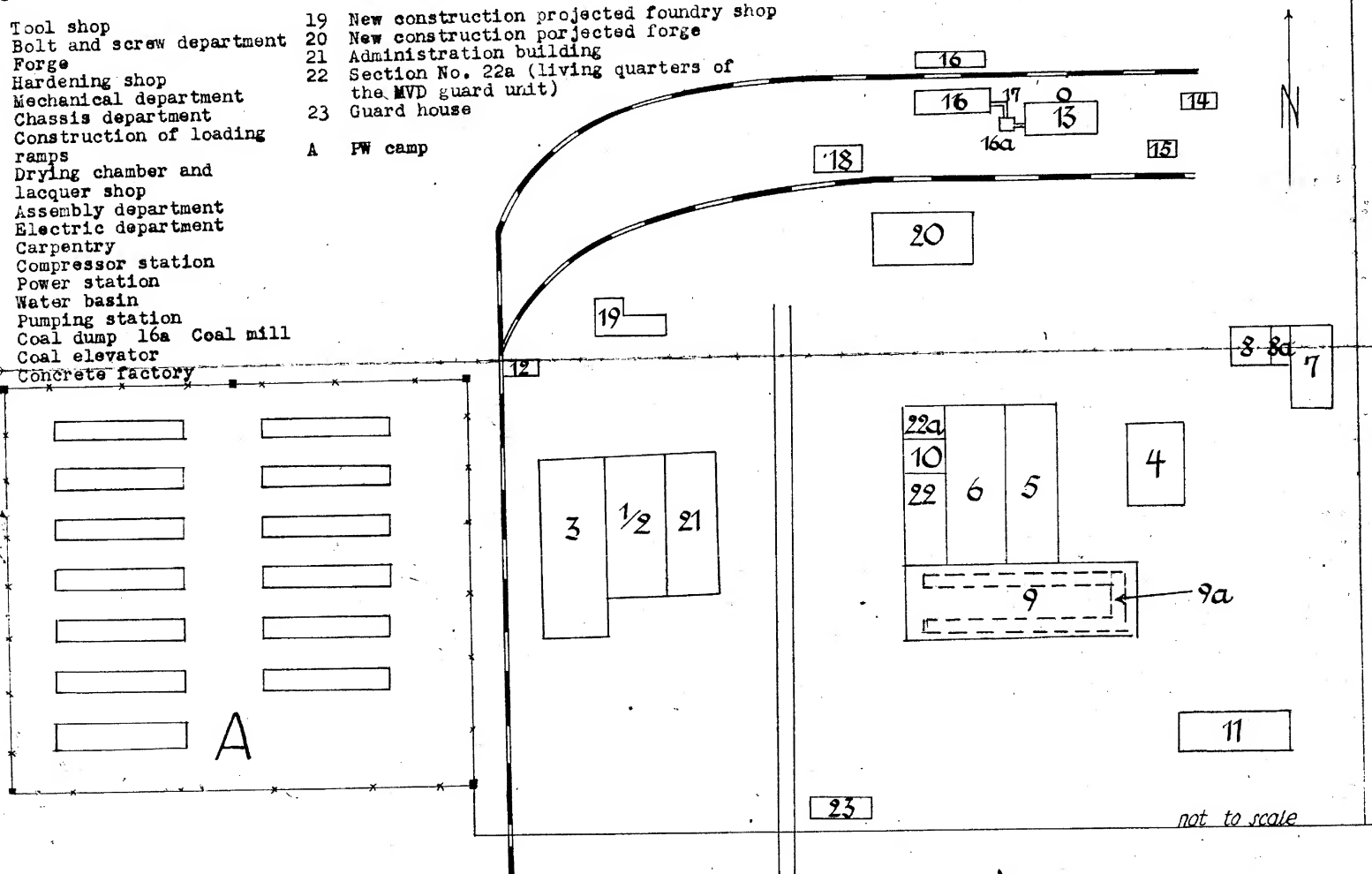
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Annex 2

"Ulyanovski Avto Zavod" Truck Plant near ULYANOVSK

Legend:

- | | |
|-----------------------------------|--|
| 1 Tool shop | 19 New construction projected foundry shop |
| 2 Bolt and screw department | 20 New construction projected forge |
| 3 Forge | 21 Administration building |
| 4 Hardening shop | 22 Section No. 22a (living quarters of |
| 5 Mechanical department | the MVD guard unit) |
| 6 Chassis department | 23 Guard house |
| 7 Construction of loading ramps | A PW camp |
| 8 Drying chamber and lacquer shop | |
| 9 Assembly department | |
| 10 Electric department | |
| 11 Carpentry | |
| 12 Compressor station | |
| 13 Power station | |
| 14 Water basin | |
| 15 Pumping station | |
| 16 Coal dump 16a Coal mill | |
| 17 Coal elevator | |
| 18 Concrete factory | |



Next 1 Page(s) In Document Exempt

25X1A

COUNTRY Soviet Union REPORT NO. 1

TOPIC Statements by German Engineer Regarding Aircraft Plant in Krasnaya Glinka

EVALUATION 25X1A PLACE OBTAINED 25X1A 25X1A

DATE OF CONTENT 25X1C

DATE OBTAINED 27 March 1950 PREPARED 27 March 1950

REFERENCES 1

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REMARKS

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1.
 - a. Krasnaya Glinka (50°12'E/53°21'N) on the eastern bank of the Volga River opposite the construction site, is the location of about 800 deported German engineers and their families.
 - b. Part of the former Junkers Aircraft Plant was rebuilt in the vicinity of the conspicuous sanatorium.
 - c. The newly constructed plant has a work force of 1,500 men (Soviets and Germans).
 - d. Production: Jet fighters
 - e. Payment of the German engineers: Maximum pay 6,000 rubles per month; the monthly pay of skilled workers is 600 to 900 rubles.

25X1A

2. observed flying NE of Krasnaya Glinka and assumed that an airfield was located there.

25X1A

Comment:

The data in this report refer to the installations near Krasnaya Glinka for which the sanatorium is a characteristic landmark. In some of the former reports these installations were also called Plant No. 2.

The building of jet planes in a new plant northeast of

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Kuibyshev was mentioned several times in recent reports; however, [REDACTED]

25X1A

According to available information on the circle of German experts working in Krasnaya Glinka the following groups of engineers are stationed there:

1. Propulsion unit specialists
2. Course steering specialists of the former Askania Plant
3. Former aircraft testing specialists.

It seems improbable that jet fighters were produced in Plant No 2. It is rather assumed that, over all, jet engines were developed and built there. [REDACTED]

25X1A

[REDACTED] to ascertain whether there is actually a newly constructed airfield northeast of Krasnaya Glinka. The data on the payment of German experts is correct as can be seen from [REDACTED]

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25X1A

25X1A

COUNTRY Soviet Union REPORT NO.

TOPIC Aircraft Plant in Krasnaya Glinka

EVALUATION 25X1A PLACE OBTAINED 25X1A 25X1A

DATE OF CONTENT 25X1C

DATE OBTAINED DATE PREPARED 12 May 1950

REFERENCES

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25X1X

1. Twin-engine aircraft were seen at an airfield near Krasnaya Glinka (50°12'E/53°21'N).
2. According to the same type aircraft as those in Dessau were being built in the Krasnaya Glinka Plant, which was equipped with machinery from Dessau.
3. The were allowed to shop in Kuibyshev.

Comment:

The report is based on casual observations and hearsay. However, several unconfirmed reports on a new airfield east of Krasnaya Glinka have been previously received.

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COUNTRY U.S.S.R. REPORT NO.

TOPIC Batraki Oil Refinery

25X1A

EVALUATION 25X1A PLACE OBTAINED 25X1A

DATE OF CONTENT 25X1C

DATE OBTAINED DATE PREPARED 28 June 1950

REFERENCES

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1. The plant is on the southern outskirts of Batraki (48° 36'E/53°09'N) Kuibyshev Oblast, close to the Volga River and the Kuibyshev (53°12'E/50°09'N) - Syran (53°11'E/48°27'E) railroad line.
2. In addition to the refinery proper the plant has a special lubricating oil refinery which is an old plant. Next to it is an asphalt processing department operated primarily by hand. The plant has its own power station with three Diesel engines totaling 750 HP, and one machine and boiler house, as well as repairshops and other workshops. A new installation for processing residues was established About 20 oil tanks for crude oil and finished products were located between the tracks and the river bank.
3. The plant has several spur tracks, a highway connection and river landing points for tankers. The refinery is connected with the main pipe line coming from the oil-fields and has its own pumping and filling installations.
4. The total number of employees was estimated to be between 400 to 800, working in three shifts. *

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* ☐ Comment. According to available information the Batraki Refinery is composed of a distillation column, a cracking installation and a gasoline refinery. The annual capacity of the plant is estimated at 500,000 tons, and the annual output capacity of the cracking installation at 200,000 to 250,000 tons. Aviation gasoline is also produced. The production of lubricating oils and asphalt are reported for the first time.

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COUNTRY Soviet Union

REPORT NO. 1

TOPIC Air Amusement Plant in KRASNAYA GLINKA

25X1A

EVALUATION 25X1A

PLACE OBTAINED

DATE OF CONTENT

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DATE OBTAINED

DATE PREPARED 22 November 1949

REFERENCES

PAGES 2

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25X1A

REMARKS

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25X1X

Beginning of 1946 to October 1946

25X1A 1. Location: see sketch. The place called KRASNAYA GLINKA (50°11'E/53°22'N) was located 12 to 18 miles north of KUIBYSHEV on Volga River.

25X1X 2. [redacted] the plant had been producing weapons during the war. After the war it changed to household articles, e.g. pots, bicycles, locks, etc.

3. The PW camp was dissolved late in October 1946 and German engineers and technicians (specialists) with their families were accommodated there. Exclusively engineers, trained workmen, specialists and designing engineers of the STASSFURT Junkers Werke were transferred to KRASNAYA GLINKA with the complete plant and equipment. Among them, some professors of the same plant were said to be found, men who had made a name for themselves in the field of aircraft construction, especially of jet-propelled planes.

25X1X

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1947 to October 1948

25X1A 1. Location: The plant, called an aircraft factory by the Soviets, was located a little south of KRASNAYA GLINKA (see Annex).

2. Soviets stated:

a. Labor force: 4,500 Soviets working in 3 shifts, plus a few German engineers.

b. Production: Four-engine bombers and engines.

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25X1X

3.

[redacted] BMW engines and Soviet-designed engines were produced.

4. Aircraft were not observed.

25X1A

[redacted] Comment:

25X1X

25X1A

b. [redacted] the former KIROV Plant No 145 is concerned.

25X1A

c. [redacted] this factory which, up to the war, was supplying accessories for aircraft armament, has been changed to turbojet power units after the war, a great number of German turbojet power plant experts of the Junkers and BMW firms being engaged in this particular task.

25X1A

[redacted] conclusion that an experimental plant or a special factory for component parts of turbojet power units is concerned than to the assumption that it is a factory for the production of complete sets of turbojet power units.

1 Annex: KRASNAYA GLINKA Aircraft Armament Plant.

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Annex

25X1A

Sketch No. 1

Legend:

- 1 Conspicuous large sanatorium
- 2 Plant
- 3 KRASHAYA GLIMKA
- 4 Sand bank over 3,300 feet, shrub-covered
- 5 in camp.

Distance from object 2 to 5 estimated at 3,300 feet

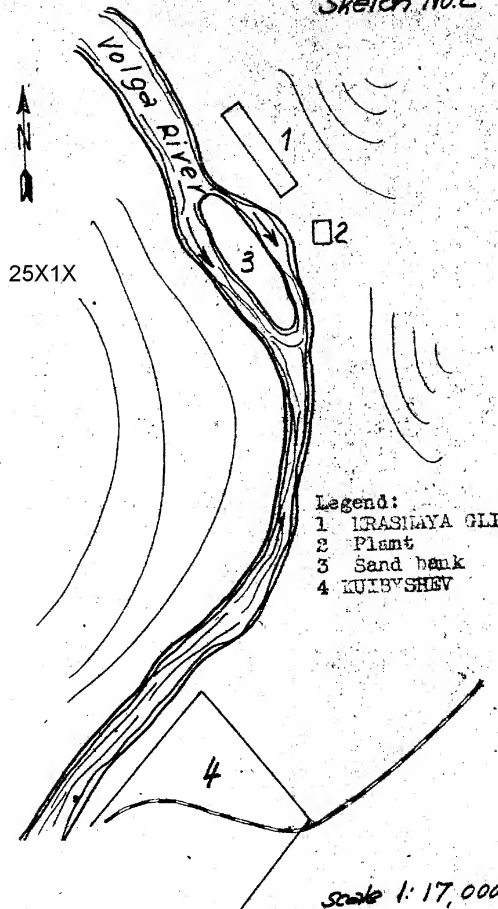


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Sketch No. 2

Legend:

- 1 KRASHAYA GLIMKA
- 2 Plant
- 3 Sand bank
- 4 KULBVSHEV



scale 1:17,000

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COUNTRY Soviet Union

REPORT NO. _____

TOPIC Power Plant of Kazan

25X1A

EVALUATION ☐ 25X1A

PLACE OBTAINED

25X1A

DATE OF CONTENT

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DATE OBTAINED

RED 24 April 1950

REFERENCES

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2

ENCLOSURES (NO. & TYPE)

1 Blueprint

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1. Location:

South of Kazan (49°08'E/55°45'N), Tatar ASSR, west of a lake, about 3.2 km from the town center.

2. Plant installations:

Soviets said the plant was constructed from 1927 to 1929. The main building was enlarged and a sixth boiler installed in 1947. The fitting of the boiler was not completed by October 1947. All other boilers were constantly in operation. The plant covers about 450 x 130 meters and has several railroad connections coming from the south.

For plant layout see Annex.

3. Work force:

Five hundred Soviet laborers and 200 PWs working in three shifts. Eighty additional mechanics were assigned to the fitting of the new boiler.

4. Capacity:

No details available.

25X1A

☐ Comment:

The power plant was covered by an aerial photograph from 6 August 1943. The plant location was clarified by that photograph which was transmitted previously.

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The plant layout is considered to be correct. As far as the plant buildings can be identified on the photograph they agree with the very clear attached sketch.

1 Annex: Power Plant of Kazan.

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Legend to Annex:

- 1 Main plant building, brick structure, 72x27x18 meters, with flat roof. Annex in the south 18 meters long. Five sets of boilers in operation, the sixth set being assembled. Six sheet-metal smokestacks, each 10.5 meters high and 1.8 meters in diameter.
- 2 Outdoor transformers, three lines each with 15 insulators of 2.4 meters height. A power transmission line with four wires on wooden masts leads to town.
- 3 Heating plant, 27 x 10.5 meters, with six sets of boilers and six pipe lines, each 60 cm in diameter, going to town. Soviets stated that this is a distance heating plant.
- 4 Guard house
- 5 Plant security building, 13.5 x 7.5 meters
- 6 PW Camp
- 7 Mechanical workshop, 54 x 9 meters
 - a Material stores
 - b Forge
- 8 Barn for freights, 90 x 10.5 meters
- 9 Elevated railroad track
- 10 Coal dumps
- 11 Assembly area
- 12 Coal bunkers with scale and conveyor installation (13.5 x 4.5 x 4.5 meters).

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not to scale

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COUNTRY Soviet Union REPORT NO.TOPIC Chemical Plant No. 91 in BEKETOVKA

25X1A

EVALUATION 25X1A PLACE OBTAINED DATE OF CONTENT 25X1C 25X1A DATE OBTAINED PREPARED 8 December 1949REFERENCES PAGES 2 ENCLOSURES (NO. & TYPE) 1 BlueprintREMARKS **RETURN TO CIA
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25X1X

1. Location:

The Chemical Plant No. 91 is located northeast of the BEKETOVKA (44°25'E/48°35'N), Stalingrad Oblast, railroad station, between the railroad line to STALINGRAD and the Volga River.

2. Plant installations:

Several new buildings were constructed after the war. two plant departments by their official Soviet designation: Department No. 5 and department No. 19. Railroad connections with several sidings were available. Power was supplied by the power plant west of the railroad line. Shipments of materials arrived by train and ship. For plant layout see Annex.

3. Work force: No details available.4. Production:

Chlorine and gas. The gas was put into cylinders similar to the one for oxygen.

25X1A

 Comment:

a. The plant was previously reported by information on the power plant, located west of the railroad line, opposite the chemical plant.

b. The report and attached sketch need confirmation.

1 Annex: Chemical Plant No. 91 in BEKETOVKA, Stalingrad Oblast

Legend to Annex:

1 Coal storage dump

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SECRET/ [REDACTED]

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25X1A

- [REDACTED]
- 2 Lime-stone storage dump
 - 3 Conveyor belt
 - 4 Filling station
 - 5 Warehouse
 - 6 Lift (coal and lime was shipped by lorries from the filling station to this place)
 - 7 Cracking installation
 - 8 High building with 3 large furnaces, 40 x 18 feet, permanently in operation. On the top floor the material was put into wooden tubs from where it ran through grindstones, boilers and drying installations down to the second floor where it arrived as powder.
 - 9 Storage No. I with the big ventilator on top which is connected with building No. 3 by pipelines
 - 9a Storage No. II; the powder was brought by narrow-gauge railroad from storage No. I, filled into barrels and shipped. Workmen in both storages wore protective clothing such as rubber suits, gloves and masks.
 - 10 Workshops connected by underground pipelines, production
 - 10a) and filling of gas, and production of an acid [REDACTED]
 - 11 Storage dump for old and empty cylinders (gas cylinders)
 - 12 Cleaning installation for gas cylinders
 - 13 Storage for gas cylinders
 - 14 Shipping station for gas cylinders
 - 15 New plant department, second floor installed. At the west-side of the building were two groups with three and four wooden tubs, 16 x 15 feet; the tubs of one group were interconnected by gangways. Alleged content was acid.
 - 16 Electro department
 - 17 New building. Salt, which arrived by ships, is processed here.
 - 18 Power plant
 - 19 Plant department No. 19, especially fenced in, [REDACTED] a strong almond-like smell
 - 20 Guardhouse
 - 21 Factory railroad (narrow gauge).

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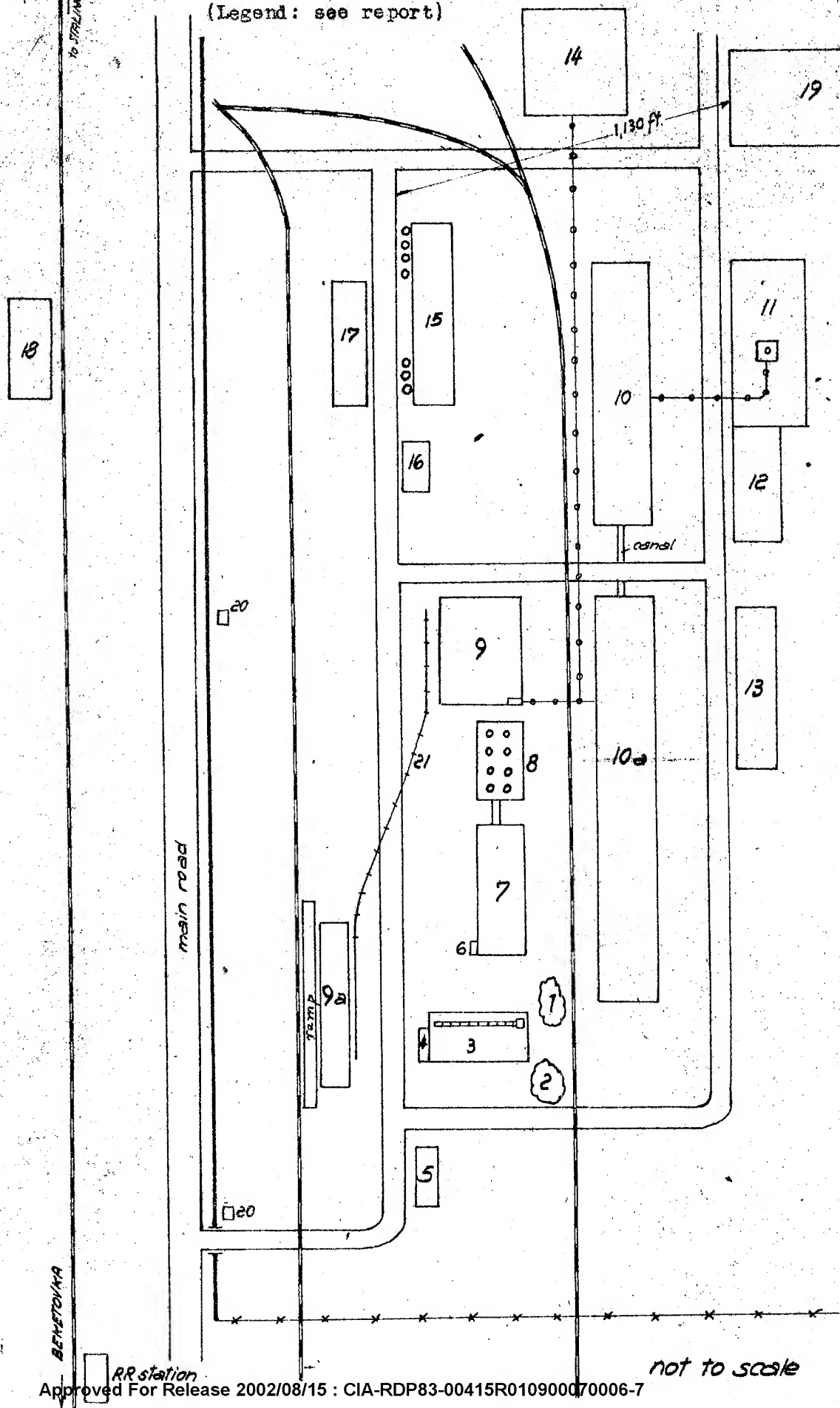
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Chemical Plant No.91 in BEKETOVKA, Stalingrad Oblast.

(Legend: see report)



COUNTRY Soviet Union REPORT NO. _____TOPIC Chemical Plant No. 91 in BEKETOVKA

25X1A

EVALUATION 25X1A PLACE OBTAINED 25X1ADATE OF CONTENT 25X1CDATE OBTAINED _____ PREPARED 6 December 1949

REFERENCES _____

PAGES 2 ENCLOSURES (NO. & TYPE) 1 Blueprint

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25X1X

1. Location: The chemical plant in BEKETOVKA (44°25'E/43°35'N), Stalingrad Oblast, is located directly east of the railroad line leading south from STALINGRAD, and about 600 feet west of the Volga River.

2. Plant installations:

The plant covers an area of about 4,500 x 2,400 feet. The materials processed at the plant, chiefly coal, lime and salt, arrived by rail and ship. The following departments of the plant had special designations:

Plant Department 1 - Details not known

Plant Department 2 - Details not known

Plant Department 5 - Storage of gas cylinders in the size of oxygen cylinders

Plant Department 5a- Filling of chlorine into steel cylinders, these cylinders being half the size of the oxygen cylinders.

Three tracks connected this plant to the railroad.

Power was supplied by the BEKETOVKA power station located west of the railroad line. For plant layout see Annex.

3. Work force:

An estimated 2,000 workers and 500 to 600 P.M.s. Work was done in three shifts.

4. Production:

Chloride of lime, chlorine, phosphoric acid and an acid which had the scent of bitter almonds. Old stocks or ammunition were derusted and greased.

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25X1A

Comment:

a. This information confirms and supplements a previous report on the same subject. *

b. The attached vague sketch corresponds in the most essential plant buildings with sketches forwarded with previous reports.

25X1A

1 Annex: Chemical Plant no.91 in BAKSTOVKA, Stalingrad Oblast.

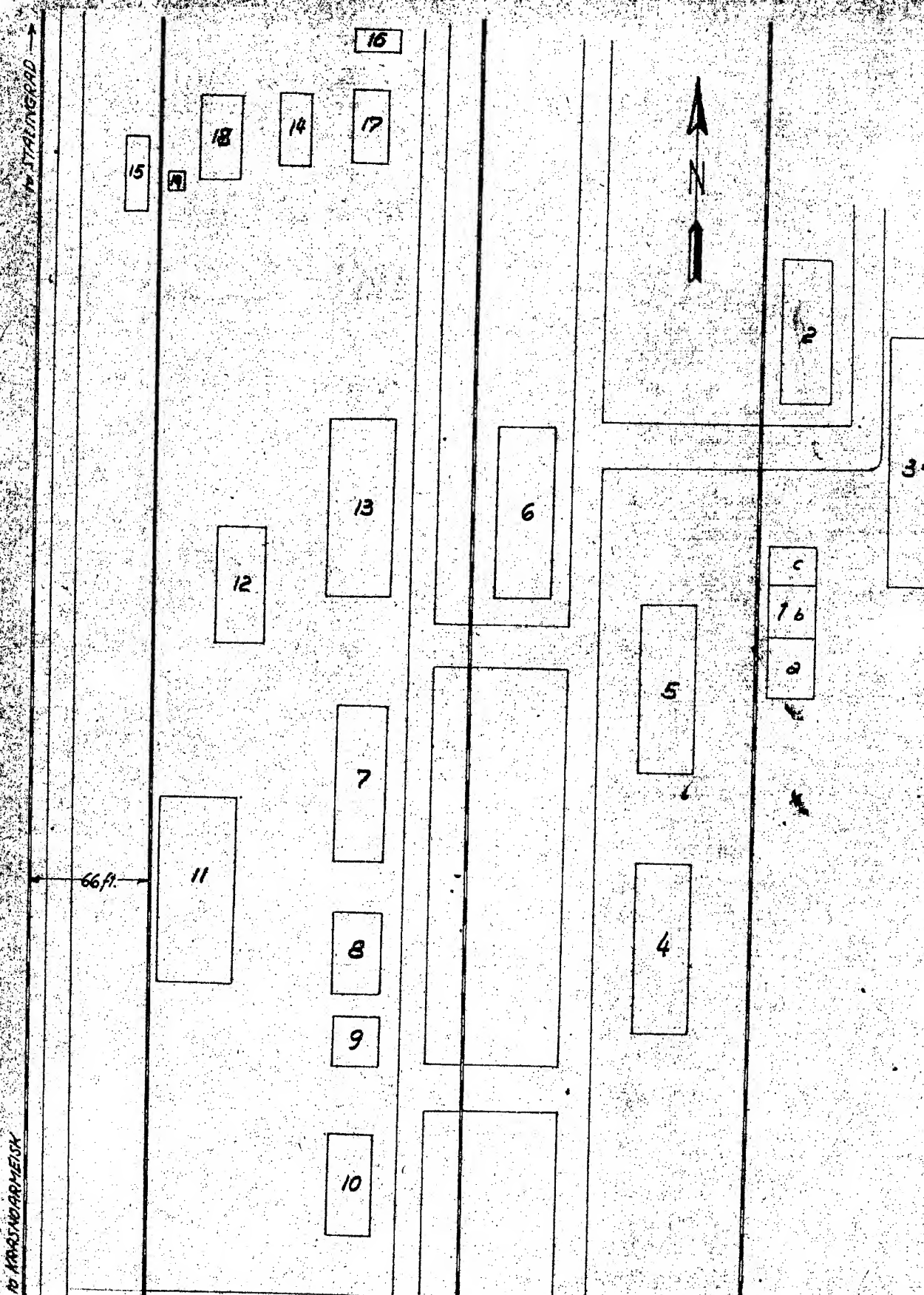
Legend to Annex:

- 1 Plant department for the production of acids, 300 x 30 feet consisting of:
 - a. Distillation plant
 - b. Storage of filled demijohns
 - c. Mechanical shop
- 2 Storage shed for ammunition, 150 x 130 x 60 feet
- 3 Shop, processing of corroded ammunition and shells, testing of primers and fuses
- 4 Plant department 5a, filling of chlorine into steel cylinders
- 5 Plant department 5, storage of large cylinders, being about the size of an oxygen cylinder
- 6 Hall, several ventilators and a tank installation with eight to ten tanks, each 12 feet high and 5 feet in diameter. The tanks were used to hold gas and acids.
- 7 Chlorine storage and several lime kilns
- 8 Splitting and grinding of limestone
- 9 Carbide storage
- 10 Magazine, contents not known
- 11 Chlorine storage with railroad connection
- 12 Locksmith shop
- 13 Central heating plant for the plant
- 14 Laboratory
- 15 Tool shed
- 16 Messhall
- 17 Plant department 1, no details available
- 18 Plant department 2, no details available
- 19 Pipe main

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Chemical Plant No. 91 in BEKETOVKA, Stalingrad Oblast



INTELLOFAX 5

Approved For Release 2002/08/15 : CIA-RDP83-00415R010900070006-7

25X1A

COUNTRY: Soviet Union REPORT NO. TOPIC: Fuel Depot in Batraki

25X1A

EVALUATION: 25X1A PLACE OBTAINED: 25X1A DATE OF CONTENT: 25X1CDATE OBTAINED: PREPARED: 24 May 1950REFERENCES: PAGES: 2 ENCLOSURES (NO. & TYPE): 1 sketch on dittoREMARKS:

25X1X

1. Location :

In Batraki (48°41'E/53°10'N), Kuibyshev Oblast, on the Volga River, on both sides of a double-track railroad line, about 6 km west of the Volga bridge near Prava-Volga. For location see Annex.

2. Installations :

The fuel depot, about 1,000 x 500 meters, was surrounded by a wire fence and had at least 30 surface fuel tanks, approximately 20 meters in diameter and 10 meters high, standing in three lines north and three lines south of the railroad line at intervals of 50 to 70 meters. In addition to these red-brown painted tanks without fire protecting walls, the depot had smaller tanks, the exact number of which was not determined. The tanks contained gasoline, Diesel oil, petroleum, "Likrain" tractor fuel, lubricants and natural oil piped underground from the oil fields near Yablonka and Solni. Shipments of natural oil to the refinery in Syzran and of refinery products back to the fuel depot were by tankers during the summer and by railroad tank cars in winter time. Stored products from the depot were shipped by railroad,

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tankers and, during the winter, by trucks on the frozen Volga River in the direction of Kuibyshev.

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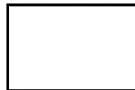
1 Annex : Fuel Depot in Batraki.

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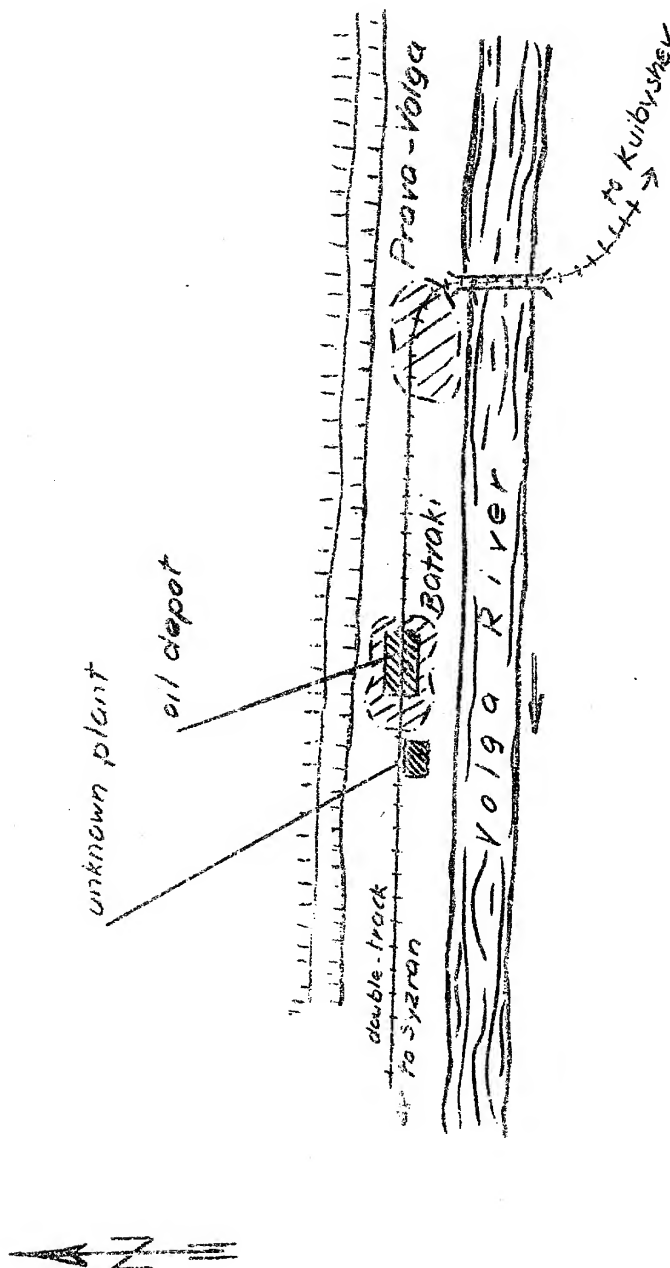
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Location of Fuel Depot in Batraki.



scale 1:100,000

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COUNTRY Soviet Union REPORT NO. _____TOPIC New Power Plant in ASTRAKHANEVALUATION 25X1A

PLACE OBTAINED _____

25X1A

25X1A

DATE OF CONTENT _____

25X1C

DATE OBTAINED _____

PREPARED 13 February 1950

REFERENCES _____

PAGES 1 ENCLOSURES (NO. & TYPE) 1 Blueprint

REMARKS _____

25X1X

1. Location: On the southern bank of the delta branch No 2 of the Volga River, about 1,500 feet east of the Nikoyan Fish Processing Plant in ASTRAKHAN (48°03'E/46°21'N) Astrakhan Oblast.
2. Plant installations and capacity: The power plant was equipped with two operating sets of boilers and turbines in 1948. The turbines each had a capacity of 6,000 Kws.

25X1A

Comment:

a. _____ the new power plant in ASTRAKHAN. The same number of turbines (two) is known from previous information. According to a former report, it was planned to install additional turbines in the power plant. This last mentioned report also furnished a very good reproduction of the top and side views of the plants.

25X1A

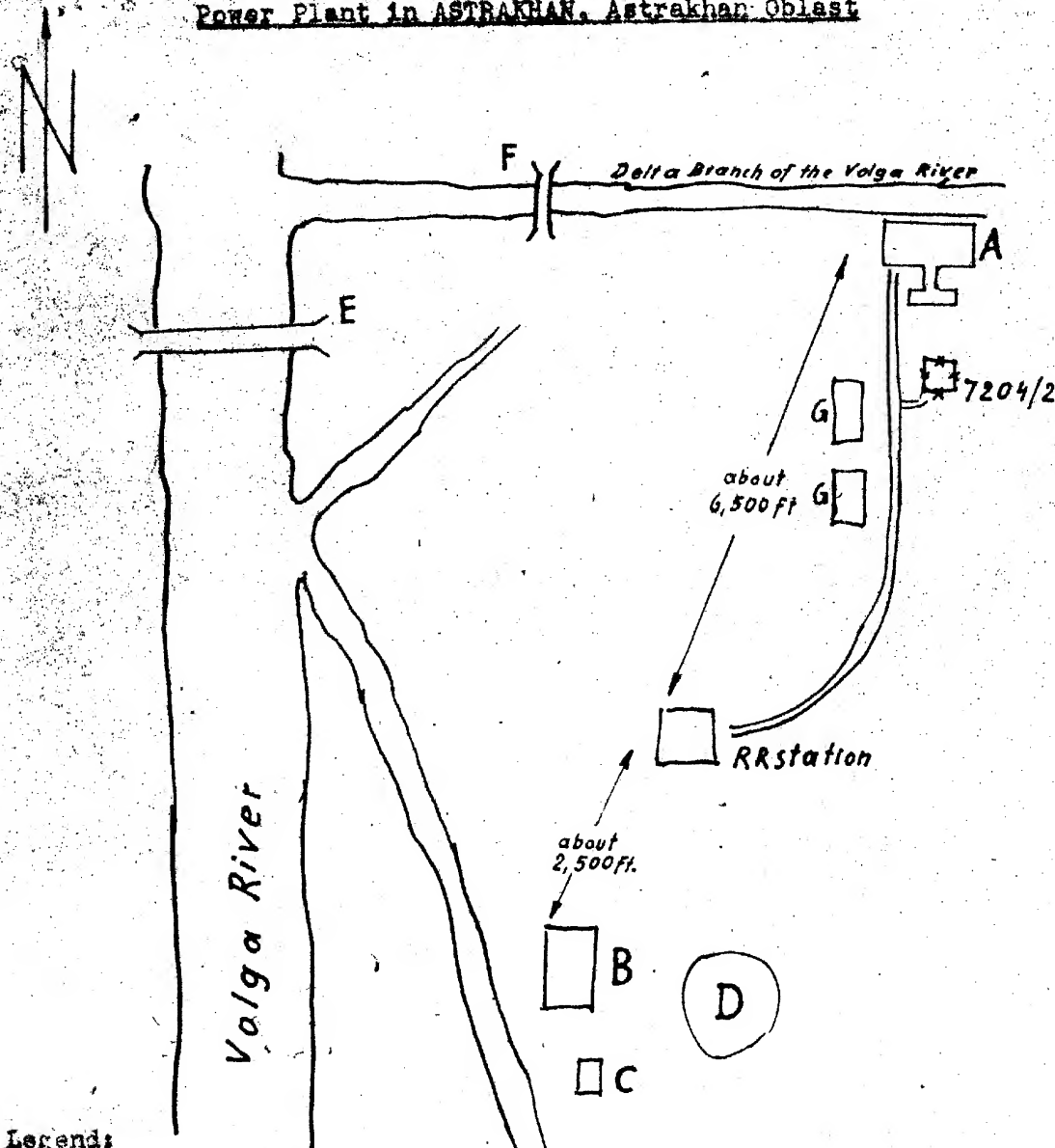
b. Attached hereto is the location sketch, _____ This sketch agrees with the town map of ASTRAKHAN, issue 1944, which already showed the construction site of this new power plant. Bolshaya Bolda is the name of the delta branch of the Volga River on which the power plant is located. It is said that the power plant building is much higher than all other buildings in this town section and is thus easily identifiable from the air.

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1 Annex: Power Plant in ASTRAKHAN, Astrakhan Oblast.

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Power Plant in ASTRAKHAN, Astrakhan Oblast

Legend:

- A New power plant in the center of ASTRAKHAN, far projecting above all the other buildings in its vicinity; clearly recognizable from the air
- B Old power plant
- C Transformer station
- D Market square
- E Road bridge across the Volga River
- F Road bridge across the branch of the Volga River
- G Settlement houses for workers of the new power plant

not to scale

25X1A

TOPIC Plant No 250 for the Construction of Smelting Furnaces in Saratov.

25X1A

25X1A

EVALUATION [] PLACE OBTAINED [] 25X1A []

DATE OF CONTENT [] 25X1C

DATE OBTAINED [] DATE PREPARED [] ILLEGIB

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE) 1 - sketch on ditto

REMARKS

25X1X

1. Plant No 250 was located on Astrakhanskaya Ulitsa in Saratov (46°02'E/51°34'N), Saratov Oblast, south of the freight station. The plant produced smelting furnaces and had a labor force of 250 to 300 Soviets and 20 PWs in each of the two shifts. The lathe shop and the assembly shop worked three shifts. *
2. Plant No 250, which was about 300 x 200 meters, was located south of the freight yard, on a street with streetcar line. The name "Zavod No 250" was written over the main gate east of the plant and also on the sides of the factory-owned trucks.
3. [] the plant construction was started in 1920, and that it was not damaged during the war. Power was supplied from outside. The plant had no boiler house but had gas piped into each building for heating purposes. A railroad connection entered the plant from the north.
4. In June 1948 the plant had a work force of 400 Soviets and 100 to 120 PWs. Eighty percent of the PWs worked on the production, and the remaining 20 percent were assigned to transport work. Work was done in one shift.
5. The plant produced tilting and rotating electric smelting furnaces for the steel industry. The plant capacity was not known. It was observed, however, that every month two large furnaces, 2 meters high and 4 meters in diameter, and two or three smaller furnaces, 1.50 meters high and 3 meters in diameter, were shipped by rail. Truck shipments of steel sheets and iron rods came from a central iron dump in town, the location of which was not known. **

25X1A

* [] Comment. For layout and location sketch of the plant, see Annex.

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[] The Annex, which indicates the plant location as being west of

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the known Tractor Detail Plant differs from wartime records which located the furnace plant 2 kilometers southeast of the main station. Since the plant is not entered on available town plans, its correct location cannot be determined.

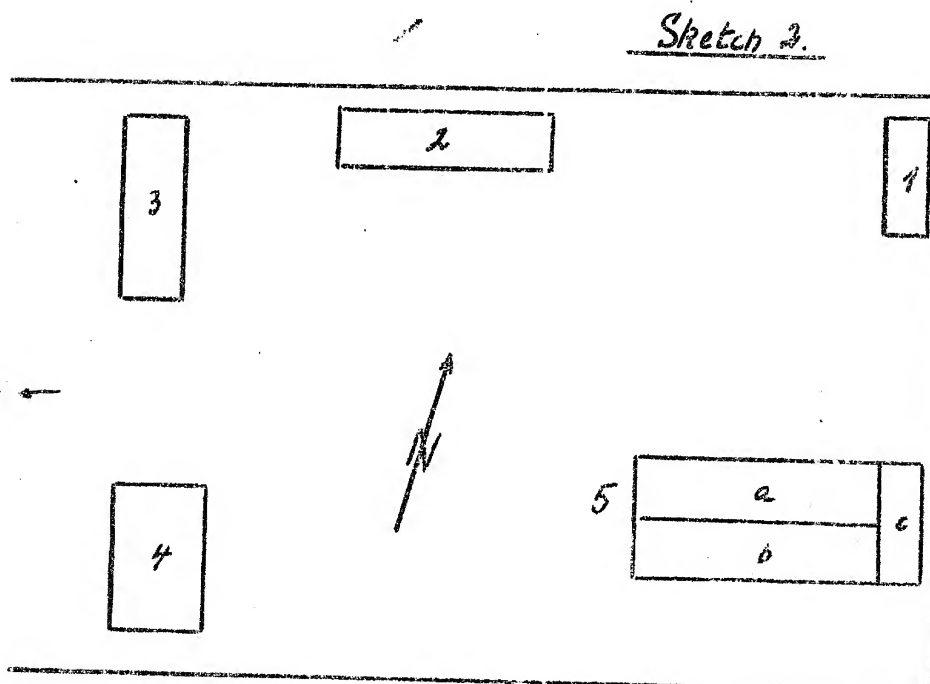
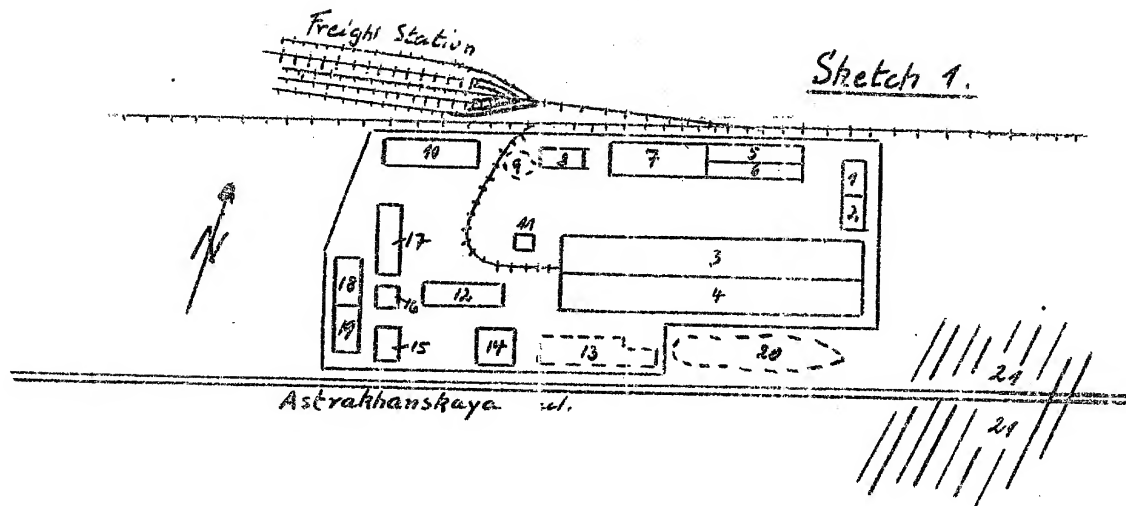
25X1A [REDACTED] Comment. This report is the first to confirm postwar production of electric smelting furnaces at the plant.

1 Annex: 1 - sketch on ditto.

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Saratov Plant No. 250 for the Construction of Melting Furnaces

Legend: See next page.

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25X1A

Sketch No 1

- 2 -

25X1A

Legend:

1. Administration building.
2. Plant kitchen.
3. Department No 3, lathe shop with two heavy iron shears, 10 lathes, four boring machines, one large planing machine, and four milling machines. This department produced component parts.
4. Department No 4, assembly shop with 20 electric welding machines used in welding the component parts to the furnace which was lined with fire clay. This was also the packing and shipping department.
5. Department No 8, electric workshop. Transformers and other electric equipment were manufactured and repaired here.
6. Department No 6, repair shop for plant installations, fitting shop, and an electric machine shop equipped with 15 various machines.
7. Department No 7, no details known.
8. Boiler house with smokestack, entrance strictly forbidden.
9. Coal dump.
10. Department No 1, foundry with one furnace for gray iron castings and one furnace for bronze in operation, and a second furnace for gray iron castings under construction. This furnace was almost completed in December 1947. The furnaces were gas-fired, and had a capacity of 7 tons of gray iron and 1,000 kg of bronze per shift. The gray iron furnace was charged with 150 kg of pig iron, 100 kg of scrap, 50 kg of foundry waste goods, 7.5 kg of limestone, and two buckets of coke. The foundry produced parts for smelting furnaces 1.50 x 2 x 1.20 meters, and also parts required by special orders.
11. Transformer station.
12. Department No 2, forge with two hearths, two pneumatic hammers, and one press-cutting machine.
13. Iron dump.
14. Warehouse.
15. Garage for six factory trucks.
16. Underground oil and gasoline station.
17. Warehouse.
18. Plant carpenter shop.
19. Stable.
20. Scrap dump.
21. Settlement for laborers.

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Annex

- 3 -

25X1A

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Sketch No 2

Legend:

1. Three-story, gray plastered brick building, 40 x 15 meters, housing administrative, technical and drafting offices.
2. Lathe shop, 70 x 20 x 8 meters, with lathes and grinding machines. No details known.
3. Foundry, 60 x 20 meters, with one large cupola furnace and one brass casting furnace. A molding shop for manual operation and a polishing shop were attached. The foundry produced parts for electric furnaces and other parts (tractor parts according to Soviet laborers), which were packed in boxes and shipped.
4. Forge, 50 x 30 meters, with two pneumatic hammers, each with a weight of 3 tons, and one large gas-fired forge furnace.
5. Main plant building, 80 x 40 x 9 meters, iron and masonry structure.
 - a. Lathe shop with many lathes, four milling machines, three shaping machines, one large shear manufactured by an Erfurt firm, and a small shear. This shop produced single parts. There were two traveling cranes through the hall.
 - b. Assembly shop where furnaces were assembled and lined with fire clay.
 - c. Annex, 40 x 20 meters, with PW camp in the basement, iron dump on the first floor, and office and apprentices quarters on the second floor.

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Approved For Release 2002/08/15 : CIA-RDP83-00415R010900070006-7

COUNTRY Soviet Union

REPORT NO.

TOPIC Small Naval Craft Construction at the ZELENODOLSK Shipyard

25X1A

25X1A

EVALUATION

PLACE OBTAINED

25X1A

DATE OF CONTENT

25X1C

DATE OBTAINED

PREPARED 20 December 1949

REFERENCES

PAGES 2

ENCLOSURES (NO. & TYPE)

REMARKS

25X1X

1. The shipyard, Zavod 304 is on an arm of the Volga River, southwest of ZELENODOLSK between the Volga and the railroad line KAZAN-VOLZHSK, northwest of the railroad bridge.

2. In the shipyard groups of four vessels were simultaneously under construction on the slips and four vessels which had been launched were fitted completely.

3. Description of the vessels:

Length 100 to 115 feet, beam 16 to 20 feet, total height 11 1/2 feet, of which freeboard at least 6 feet. Two three-bladed propellers, a rudder behind the screws; there were no protection for the propellers and the rudder in case of grounding. (Screw of rudder protectors.) Straight, raking stem, sharp bow, broad and raking square stern, flush deck with slight sheer without raised forecastle. Forward end of vessel about 20 inches higher than aft end. Bridge-like two-floor conning tower, mast with crow's nest aft of it. Aft of the mast, extending as far as the second third of the length, a continuous superstructure (probably engine room skylight) ending in single floor conning tower. No funnel. The propeller shaft was about 40 feet long (it was carried by 10 strong men.

4. This vessel mounted a 76.2 mm (3-in.) gun each on quarter-deck and fore-deck. No other armament was observed.

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Comment:

Judged by the arrangement of her screws and the rudder, the vessel is probably intended for open-sea work. This type of vessel is obviously required in large numbers. As no information is available as to the engine power and other armament

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and equipment, it remains to be seen whether the vessel is intended for a patrol and escort boat or for mine detecting and mine sweeping purposes.

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COUNTRY Soviet Union REPORT NC

TOPIC Aircraft Plant in KAZAN

25X1A

25X1A

EVALUATION PLACE OBTAINED 25X1A

DATE OF CONTENT 25X1C

DATE OBTAINED DATE PREPARED 20 December 1949

REFERENCES

PAGES 1 ENCLOSURES (NO. & TYPE)

REMARKS

25X1X

1. Location:

The aircraft plant, called No 22 by the Soviets, was located about five miles north of the center of KAZAN (49°06'30" E/ 55°51' N), north of a railroad running from east to west.

2. Labor:

Soviets said 1,200 persons.

3. Four-engine planes with nose wheels, flying individually, were observed in training flights over the plant. These planes landed in the vicinity of the plant. The airfield was not seen. 25X1X

4. Plant No 61 (wood working factory), where, among other things, aircraft instrument panels were manufactured.

Comment:

The production of four-engine bombers (B 29 duplicate) in Aircraft Plant No 22 in KAZAN can be considered confirmed, + but

It is not clear what kind of wood working factory is meant in connection with plant No 16. Plant No 16 is the engine plant adjacent to the aircraft plant. In the aerial photo of 6 August 1943, a wood working plant is shown west of the town of KAZAN between the town and the Volga River. Air Frame Plant No 387, transferred from Leningrad as Plant No 169, has repeatedly been confirmed in KAZAN.

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COUNTRY Soviet Union

REPORT NO.

TOPIC Air Frame Plant No 22 in KAZAN

25X1A

25X1A

25X1A

EVALUATION

PLACE OBTAINED

25X1C

DATE OF CONTENT

DATE OBTAINED

PREPARED 19 December 1949

REFERENCES

PAGES 1

ENCLOSURES (NO. & TYPE)

REMARKS

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25X1X

1. Two different four-engine aircraft took off from, and landed at, the airfield near the plant.

2. Description:

a. B-29 copy

25X1A

b. Semi-high-wing or midwing monoplane, four radial engines, single rudder assembly, fuselage of heavier build than that of the B-29.

25X1X

Comment:

made similar statements regarding four-engine aircraft seen there. described the aircraft mentioned in para b as a four-engine aircraft with double rudder assembly, while this report describes the aircraft as having single rudder assembly.

As no Soviet four-engine aircraft with double rudder assembly are yet known, it is assumed that this statement is erroneous. But it is possible that two different series of the B-29 type which differ slightly in arrangement of the armament or even in the shape of fuselage, are constructed in KAZAN.

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TOPIC Airframe Plant No. 22 in KAZAN

25X1A

EVALUATION [REDACTED] 25X1A PLACE OBTAINED [REDACTED] 25X1A [REDACTED]

DATE OF CONTENT [REDACTED] 25X1C

DATE OBTAINED [REDACTED] DATE PREPARED 20 December 1949

REFERENCES _____

PAGES 2 ENCLOSURES (NO. & TYPE) 1 Blueprint

REMARKS _____

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[REDACTED]

25X1X

1. Location:

See references.

2. Layout

Four very large hangars and building sites on the northern side of the plant were identified.

3. Designation

Aircraft plant. A Soviet sentry once called it American bomber plant.

4. Working Time

Changes of shift were observed at 7 a.m. and 3 p.m. thus indicating that work was done in three shifts.

5. Production

[REDACTED] On the days of observation three or five airplanes were pulled to the plant airfield and tested for a very short time. Description of plane (see also Annex):

An intermediate plane between a low-wing plane and a mid-wing monoplane; four-engine craft (no observation whether radial or in-line engine); retractable nose wheel in addition to a retractable tail wheel; glazed cockpit; there was a conspicuous round area at the fuselage, aft of wings. This surface was set off almost black against the fuselage. The three turrets were glazed; no armament was observed.

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Comment:

This is the first report to mention construction sites on the northern side of Plant No. 22; an enlargement of the plant can be inferred.

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have also reported the machine gun station at the side of the fuselage**.

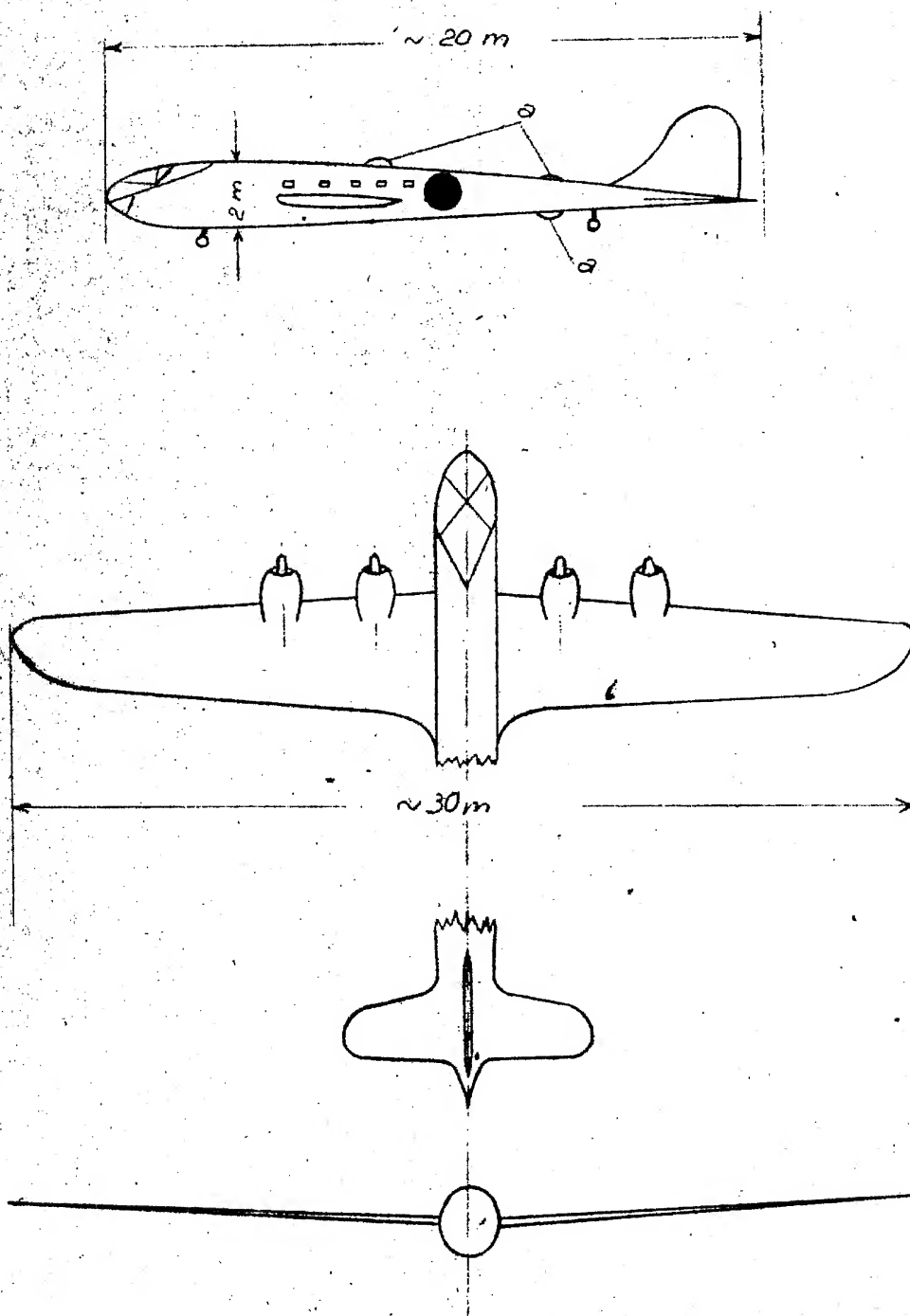
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1 Annex: Description of plane

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EVALUATION 25X1A PLACE OBTAINED 25X1A
DATE OF CONTENT 25X1C 25X1A ANNEX V
DATE OBTAINED _____ DATE PREPARED 22 December 1949
REFERENCES _____
PAGES 2 ENCLOSURES (NO TYPE) 2 blueprints
REMARKS _____

25X1X

1. Location:

The ATD Tractor Delivery Plant is in the southwest section of KUIBYSHEV (50°09'E/53°12'N). The plant is bordered on the north and west by roads with streetcar lines (see Annex 1)

2. Installations:

Almost one third of the plant area is taken up by a three-winged workshop where engine parts are produced. In the southwest section of the plant there are two former churches which are used as workshops and stores. The new forge is in the northeast plant section. The old forge is no longer in operation. (For plant installations, see Annex 2).

3. Work force:

Three shifts totaling 1,800 Soviets, including 50% women, and 300 PWs.

4. Production:

Tractor parts such as connecting rods, valves, bushings, cog wheels, rear axle shafts, bogey wheels. The finished parts are shipped out on the streetcar which passes the plant on the north.

25X1A

Comment:

a. The attached sketch shows that the plant is the Tractor-detail Plant known since 1941. It is entered on the town map of KUIBYSHEV of 15 March 1944 under No 8060. It is at the southwestern tip of the tongue of land formed by the Volga and Samara Rivers.

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- b. In a previous report information was submitted on a Motor Vehicle and Engine Parts plant on the same site. From the data on the location of this plant and the attached sketch it was not clear whether the Tractordetail Plant was concerned.

25X1A

2. Annexes: 1. Location of Tractor Delivery Plant in KUIBYSHEV;
2. Installation of the Tractordetail Plant in KUIBYSHEV.

Legend to Annex 1:

Location of Tractor Delivery Plant in KUIBYSHEV

- 1 Tractor Plant
- 2 Mill
- 3 Elevator
- 4 PW Camp
- 5 Mill
- 6 Elevator
- 7 Mill
- 8 Fuel Dump

Legend to Annex 2:

Installation of the Tractordetail Plant in KUIBYSHEV.

- 1 Tinsmith's workshop
- 2 Garage
- 3 Machine tool department, 300 x 60 feet
- 4 Fitter's Shop, 180 x 45 feet
- 5 Mechanical department, three-wing building, frontage: 750 feet, length of wings: 300 feet, with:
 - a. Connecting rod and valve shop
 - b. Repair shop
 - c. Screws and nuts shop, (threading machines)
 - d. Valve shop
 - e. Hardening shop
 - f. Old forge, no longer in operation
 - g. Valve shop
 - h. Offices
 - i. Drawing bureaus
- 6 New forge with two steam hammers, 360 x 120 feet
- 7 Electrical department and laboratory, 300 x 90 feet
- 8 Boiler house
- 10 former church, now motor vehicle repair shop with vulcanizing plant and battery stores
- 9 former church, now welding shop of the "OT" Plant
- 11 Storage shed
- 12 Kitchen
- 13 Main gate

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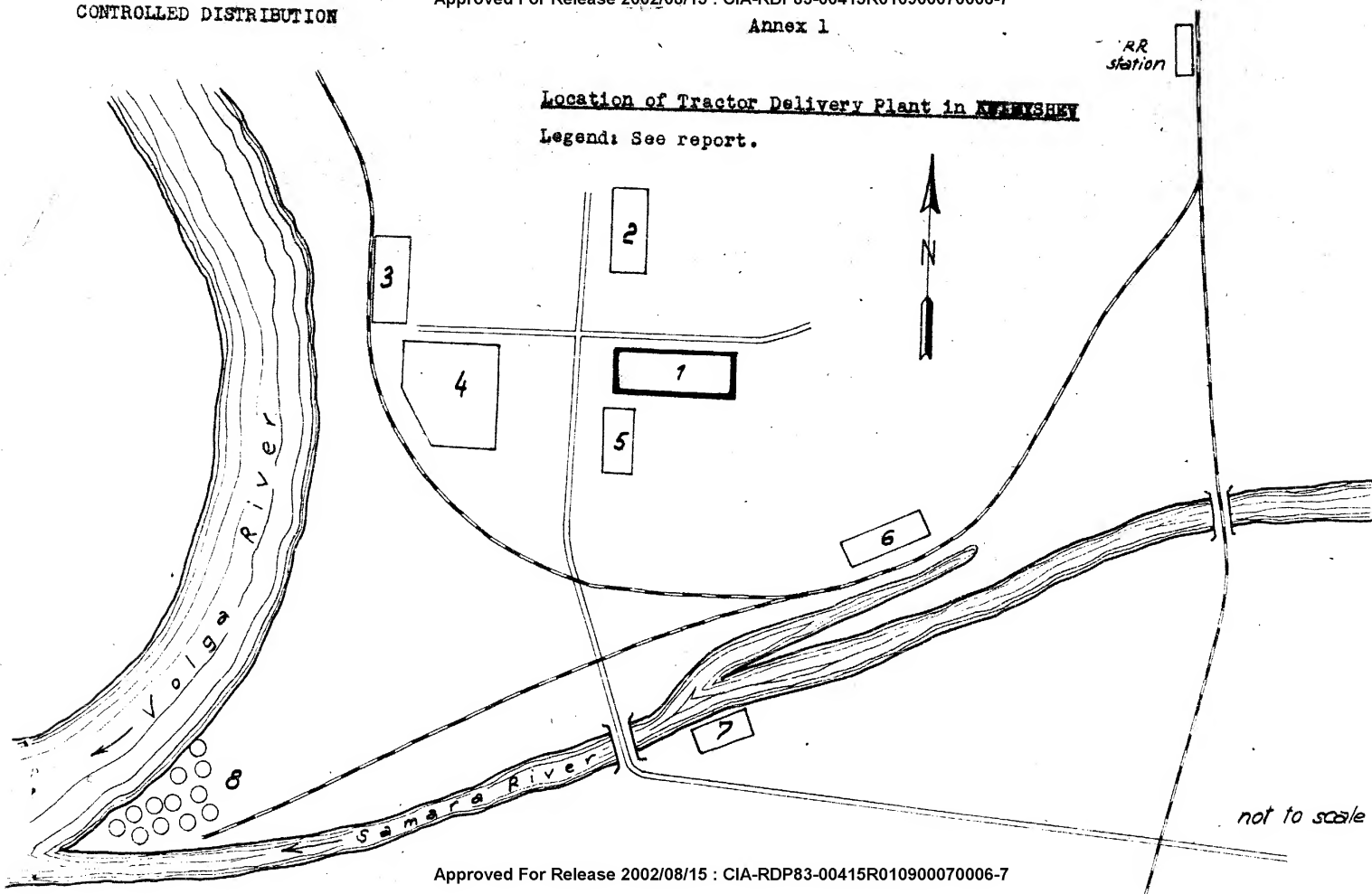
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Annex 1

Location of Tractor Delivery Plant in Krasnoyarsk

Legend: See report.



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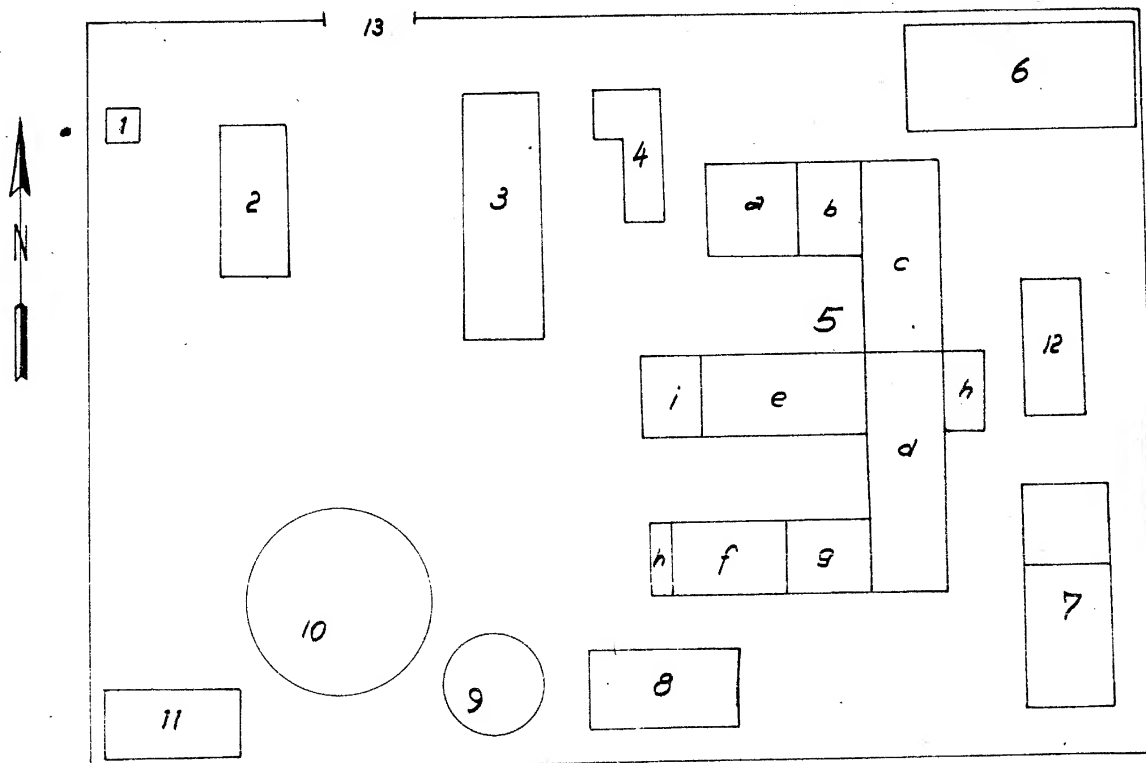
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Annex 2

25X1A

Installation of the "Tractordetail" Plant in KUIBYSHEV

Legend: See report.



not to scale

CLASSIFICATION ~~SECRET~~ 25X1A
Approved For Release 2002/08/15 : CIA-RDP83-00415R010900070006-7
COUNTRY Soviet Union REPORT NO. _____
TOPIC KUIBYSHEV Tractor Detail Plant
EVALUATION ☐ 25X1A PLACE OBTAINED ☐ 25X1A
DATE OF CONTENT ☐ 25X1A
DATE OBTAINED ☐ PREPARED 20 December 1949
REFERENCES 25X1C
PAGES 1 ENCLOSURES (NO. & TYPE) 1 Blueprint
REMARKS _____

☐ 25X1X

1. Location

The ATD Tractor Detail Plant is in the southwest town section of KUIBYSHEV (50°09'E/53°12'N), at the junction of the Volga and Kinel (Samara) Rivers.

2. Plant Installations

No war damages or construction work were observed in the plant. A former church is at the southwest corner of the factory area. Power is supplied from the KUIBYSHEV power plant. A spur track was not observed. The factory area is about 750x1,250 feet. For plant layout see Annex.

3. Work Force

About 500 Soviets and 500 P's, including about 50 percent women and juveniles.

4. Production

Motor vehicle spare parts.

25X1A

☐ Comment:

a. Although the reproduction of the large building in the center of the plant area (object 9) is presumably wrong (compare sketches attached to previous reports*), the attached sketch is valuable since it also shows the buildings in the eastern section of the plant, most of which have not been previously noted.

b. It is assumed that this section has only recently been included into the plant area. This assumption is supported by the location and arrangement of the watch towers in the eastern third of the plant.

1 Annex: KUIBYSHEV Tractor Detail Plant

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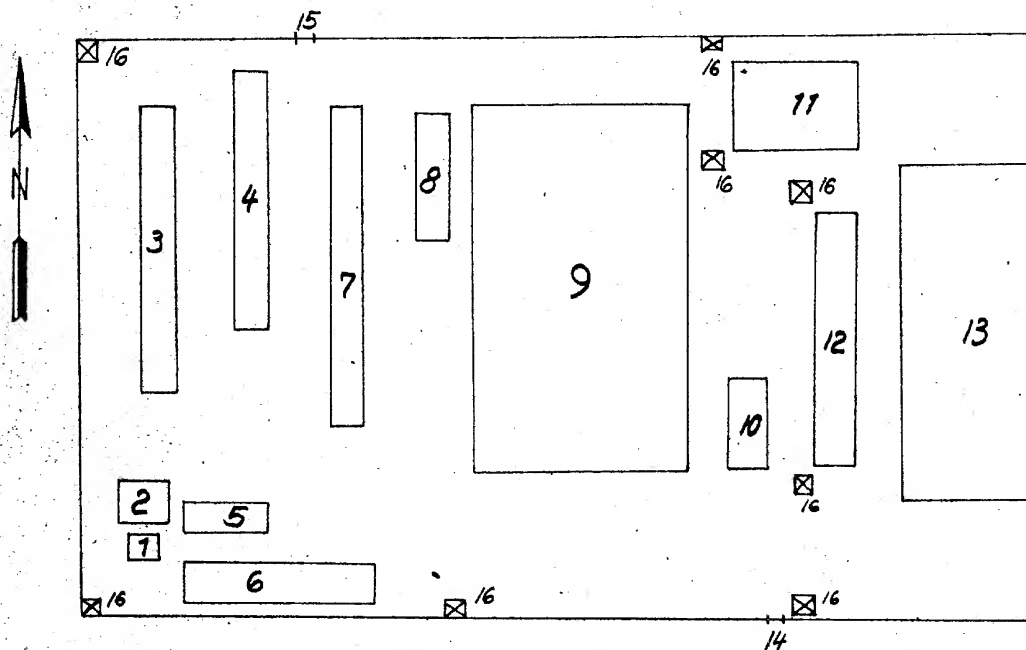
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Annex

KULBYSHEV Tractor Detail Plant



Legend:

not to scale

- 1 Welding shop, 200 feet square
- 2 Former church, 200x300x300 feet
- 3 Material dump, 200x1,000 feet
- 4 Garage, 100x600 feet
- 5 Fuel dump and gasoline station, 80x300 feet
- 6 Boilerhouse, 100x100x600 feet
- 7 Tool department, 80x230x1,000 feet
- 8 Fitter's shop, 66x100x500 feet
- 9 Mechanical workshops and forge, 100x800x1,500 feet, steel structure with brick lining
- 10 Transformer station, 80x100x300 feet
- 11 New forge, 100x250x400 feet
- 12 Electro department, 80x150x800 feet (including kitchen and mess hall)
- 13 Sawmill
- 14 and 15 Entrances
- 16 Watch tower

All buildings, except the large workshop with the mechanical departments, are brick structures

COUNTRY Soviet Union REPORT NO.

TOPIC Tractor Detail Plant in Kuibyshev

25X1A

EVALUATION 25X1A PLACE OBTAINED 25X1A

DATE OF CONTENT 25X1C

DATE OBTAINED REPAIRED April 1950

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE) 1 sketch on ditto

REMARKS

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25X1X

1. Location:

The plant, called ADT Tractor Detail, is in the southwest section of Kuibyshev (50°09'E/53°12'N), Kuibyshev Oblast, about 110 meters from the Volga River and some hundred meters from the Samara River junction.

2. Plant installations:

a. The plant covers a densely built up area of about 380 x 135 meters. The installations were constructed between the two world wars. The following buildings were newly constructed: the forge in 1947; the western annex to the first mechanical department in 1949, which was expected to be installed during that year.

b. Power was supplied from the town. A railroad connection was not available but a track passed immediately by the plant.
for plant layout see annex.

3. Work force:

A total of 1,500 laborers, of whom many were women, and an additional 400 P.S. work was done in three shifts.

4. Production:

Small parts for automobiles and tractors including connecting rods, all types of valves, and cylinder barrels.

25X1A Comment:

a. Report and sketch mostly agree with previous information, especially with a previous sketch. Therefore, the plant layout as reported by attached sketch is considered factual.

b. The plant location is correct. See also Kuibyshev town plan, issue 15 March 1944, No. 8060.

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- 2 -

- c. The plant is sufficiently clarified as to layout and type of construction.

1 Annex: Sketch or ditto.

Legend:

A Tractor Detail Plant

- 1 New forge, 90 x 15 meters, in operation since 1948
 - a. Annex with office
- 2 Cantonment building with circular saws
- 3 Dump for wood and waste materials
- 4 Workshop
 - a. Metallurgical laboratory
 - b. Electric department
 - c. Kitchen, 13 x 15 meters
- 5 Entrance for employees and guards
- 6 Transformer station
- 7 Magazine, former forge
- 8 Third mechanical workshop (production of large valves)
- 9 First mechanical workshop (production of small and medium-size valves)
- 10 Hardening shop
- 11 Annex and
 - a. office, not completely furnished
- 12 Fourth mechanical workshop (production of screws and small parts)
- 13 Repair shop
- 14 Second mechanical workshop (production of connecting rods)
 - a. with office sectionBuilding with 7 through 14 is 130 meters long, each of the three wings is 55 meters long and 15 meters wide.
- 15 Building with unknown purpose
- 16 Tool shop
- 17 Main entrance
- 18 Garages
- 19 Magazine
- 20 Fuel dump, barrels and underground tanks

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- 21 Boilerhouse, 73 x 15 meters
 - a. smokestack
 - b. small detached building
- 22 Two former churches with dome-shaped roofs used as garages and gasoline station
- 23 roofed storage dump
- L PW camp No. 7234/6
- C Granary
- D Cantonment buildings with living quarters
- E Larger dwelling houses
- F Guard house

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COUNTRY Soviet Union

REPORT NO.

TOPIC Airframe Plant No. 1/18 in KUTRYGHEV

EVALUATION 25X1A

PLACE OBTAINED

25X1C

25X1A

DATE OF CONTE

DATE OBTAINED

E PREPARED

30 November 1949

REFERENCES

PAGES

2

ENCLOSURES (NO. & TYPE)

2 Blueprints

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REMARKS

[REDACTED]

25X1X

1. Observed aircraft

- a. From March 1946 to May 1949: Testing of single-engine conventional aircraft (see sketches 1, 2 and 3, type I).
- b. From mid-1947 to mid-1948: Testing of aircraft without propellers (see sketches 4, 5, and 6, type II). This plane was painted gray-green. It had a faster rate of climb, a greater ground speed and was seen less frequently than type I. It was not seen after mid-1948.
- c. From the Spring of 1949 onward: The testing of the type aircraft represented in sketches 7 through 12 (type III) was begun. [REDACTED] the following features of this type: Low-wing monoplane, one-man crew, section (a) of fuselage essentially shorter than section (b) (see sketch 7). swept-back design; [REDACTED]

[REDACTED]

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2. Only the manufacture of single-throw crankshafts for tractors and of 6.6-foot crankshafts for 12-cylinder engines was seen in Aircraft Engine Plant No. 24.

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Comment:

a.

The single-engine plane represented in sketch o. 1-3 (type I) can only be the IL-2 or IL-10, although the characteristics of these types were not reproduced. That this type should have been built until May 1949 contradicts all previous information. It is possible, however, that there were old stocks of IL-2s in the plant and they were tested at the factory field before being turned over to air units*.

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b. Type II shown in sketches 4, 5, and 6 also does not show the prominent features of a IG design.

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the fuselage and tail assembly drawn in sketches 11 and 12 belong more to type II than to the swept-back category (type III).

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d. The statement that this type aircraft was fitted with an interior turbine and the arrangement and fitting of the tail assembly is in accordance with available information.

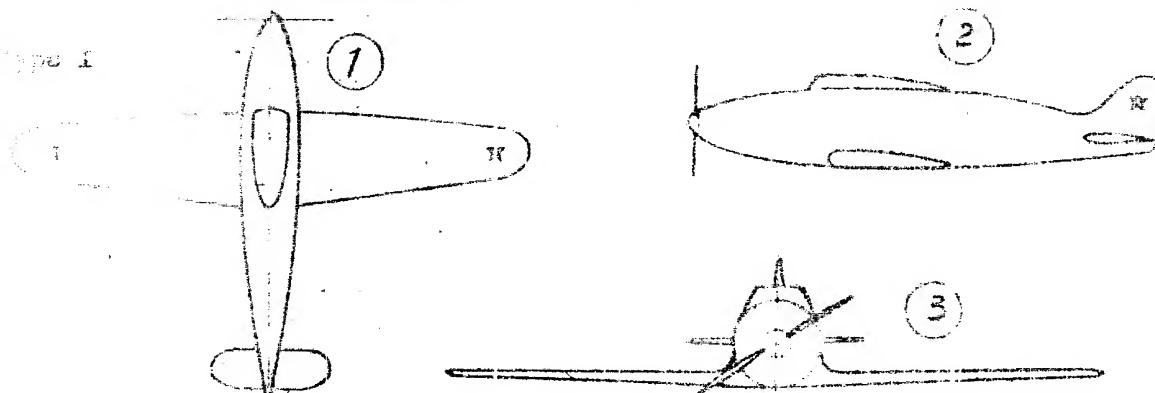
- 2 Annexes: 1.) Aircraft observed in
2.) KUIBYCHEV

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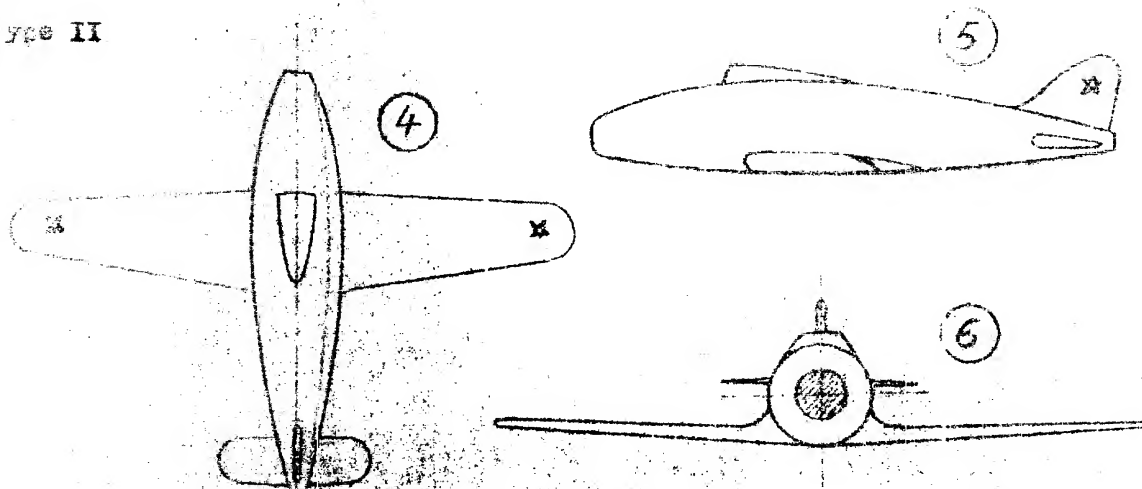
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Aircraft Observed in KUIBYSHEV

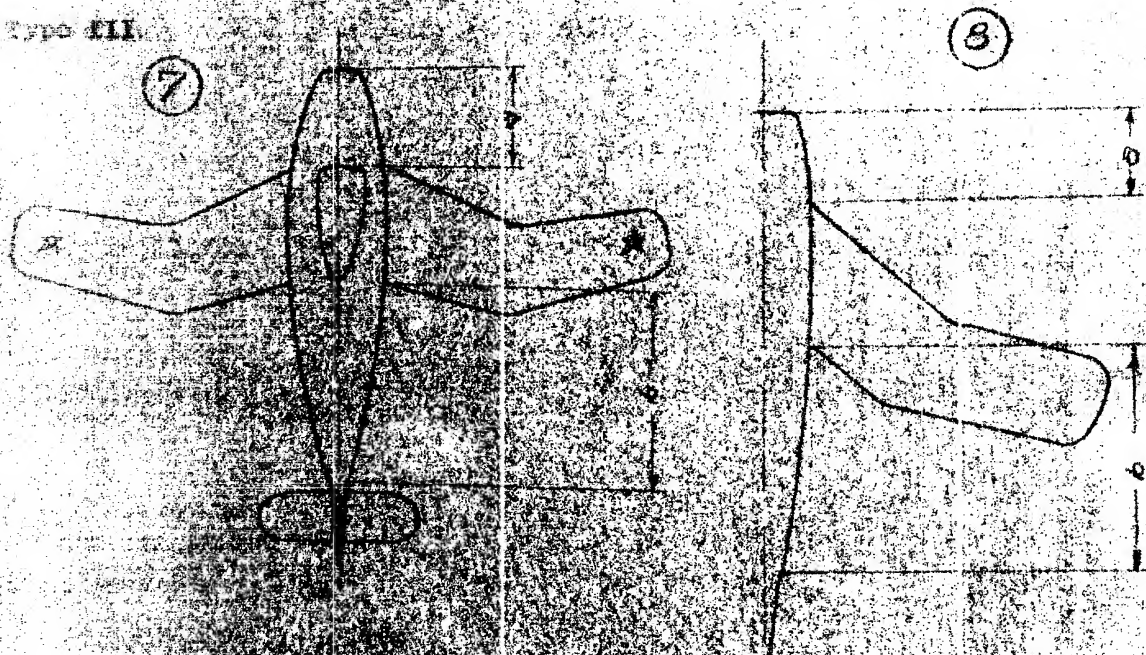
Type I



Type II



Type III



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Annex 2

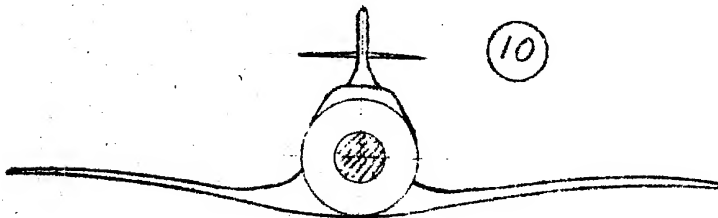
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Aircraft Observed in KUTBYSHEV

9



10



11



12



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COUNTRY Soviet Union REPORT NO. 25X1A

TOPIC Air frame Plant No 1/18, KUIBYSHEV-REZVIANKA

EVALUATION 25X1A PLACE OBTAINED 25X1A

DATE OF CONTENT 25X1C20 ANNEX Z
DATE OBTAINED OP DATE PREPARED 19 December 1949

REFERENCES _____

PAGES 1 ENCLOSURES (NO. & TYPE) _____

REMARKS _____
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1. Name: Stalin Plant.

2. Labor force: Forty thousand (according to Soviets)

3. Production: Turbojet fighters with single power unit. It was said that agricultural machinery was also manufactured. Soviet that the jet fighters could do about 750 miles per hour, probably meaning the maximum permissible speed.

Description of airplane:*

Compact, about the size of the Me-109 (perhaps smaller); short trapeziform wings, single rudder assembly, nozzle under fuselage, fuselage of rather clumsy aspect, landing gear retractable inward. the armament to consist of a 37-mm aircraft cannon and heavy machine guns, judging from the cartridge cases he saw on the target ground.

25X1A Comment:

a. The report only confirms well-known data on airframe plant No 1/18, in KUIBYSHEV.

* b. The description might be applicable to the Mig 9, as the fuselage of this type appears rather clumsy because of the two turbojet power units in the forward end of the fuselage. There is good reason to believe that the observer mistook the two power units under the cover for one unit, since the creation of a new type would conflict with all other information of the same period of observation.

c. The mounting of a 37-mm aircraft cannon has already been mentioned in previous reports, ϕ and seems to be possible as an alternative to the standard armament.

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